Manitoba Infrastructure
and Transportation

Annual Report
2012-2013

Manitoba

MINISTER OF INFRASTRUCTURE
AND TRANSPORTATION

Room 203
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

His Honour the Honourable Philip S. Lee C.M., O.M.
Lieutenant Governor of Manitoba
Room 235, Legislative Building
Winnipeg, Manitoba
R3C 0V8

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour the Annual Report of the Department of Infrastructure and Transportation for the fiscal year ending March 31, 2013.

Respectfully submitted,

Honourable Steve Ashton
Minister of Infrastructure and
Transportation

Manitoba

Deputy Minister of Infrastructure and Transportation

Room 209
Legislative Building
Winnipeg MB R3C 0V8
CANADA

Honourable Steve Ashton
Minister of Infrastructure and Transportation

Dear Minister Ashton:

I have the honour of submitting for your approval the 2012/13 Annual Report for Manitoba Infrastructure and Transportation (MIT). This report profiles the accomplishments of MIT, with detailed information on programs, their objectives, and key results.

The Department has made significant progress on the restoration of 2011 flood-damaged infrastructure, and this work will continue to be a major focus for several more years. To maintain this activity, we will be balancing the allocation of funding for ongoing highway renewal priorities identified under the 2011-2015 Highway Renewal Plan with these restoration activities. While most roads damaged in 2011 have been repaired, repairs to PR 513 (Road to Dauphin River) and to a number of bridges are ongoing. Progress is continuing on repairs to water control infrastructure such as the Assiniboine River Dikes, Oak Lake Dam, Wawanesa Dam, and the Portage Diversion.

In 2012/13, MIT instituted a program to make a number of emergency dikes constructed by local governments during the 2011 flood into permanent structures where feasible, on a 90/10 cost-sharing basis with the municipalities.

The Department reviewed options for flood-resistant strategic highway routes in the Red River Valley and other locations in the province where flooding affects transportation mobility and access in 2012/13. This review identified some potential highway projects that would reduce the effect of flooding on the highway infrastructure.

The 2011 Flood Review Task Force and Lake Manitoba and Lake St. Martin Regulation Review Committee provided a large number of recommendations that were accepted by the province. In 2012/13, MIT staff began reviewing and prioritizing the recommendations to develop an implementation plan.

In 2012/13, MIT continued with several large-scale, complex capital construction projects including structure rehabilitation on the Perimeter Highway at PTH 75, intersection and safety improvements on PTH 100/101, reconstruction of PTH 10 north of Brandon, reconstruction of PTH 75 in the Town of Morris, and intersection improvements at the U.S. border.

In 2012/13, MIT continued to support trade activities and development along the Mid-Continent Trade Corridor. MIT is working with local, national, and international partners through strategic initiatives and instruments to enable economic growth, in particular through supporting Manitoba's position as a transportation gateway and hub, with CentrePort being promoted as a major focus.

MIT continued to address traffic operations and border crossing efficiency issues at the Pembina-Emerson Port-of-Entry. Additional roadway expansion improvements near the duty free shop in 2012 further enhanced safety in the immediate area and improved border processing of large commercial vehicles.

In 2012/13, MIT implemented a new Spring Road Restriction Policy, which shortens the maximum length of the restricted period to 56 days starting in the spring of 2012. The new policy now begins and ends the annual restrictions based on a rational formula that relates the ambient temperatures to road strength.

For a number of years, Manitoba and Nunavut have been working toward the development of an all-weather road from Rankin Inlet to the highway network in Manitoba. The federal government has expressed support for the concept of providing an interim winter road connection. Nunavut Economic Development and Transportation and MIT staff recently undertook a technical reconnaissance flight over the proposed winter road route alignment and are currently reviewing the findings. It is hoped that MIT will be able to secure a more definitive commitment for support from the federal government as the project advances.

Pursuant to 2012 legislation changing the economic regulatory rules for scheduled intercity bus service in Manitoba, MIT has worked on a number of legislative amendments aimed at eliminating economic oversight of charter bus service while continuing our focus on vehicle and operational safety requirements.

In 2012/13, MIT continued to be proactive stewards of the government building portfolio, with work proceeding on several complex capital construction projects, including the University College of the North in The Pas and Thompson.

Finally, I am pleased to advise that in 2012/13, MIT developed a Strategic Investment Planning and Programming Framework to document linkages between investment priorities and investment decisions. Upon approval, this framework will direct the Department in the management of Manitoba's multi-billion dollar infrastructure and transportation assets, while allowing MIT to meet internal government service responsibilities.

It is a privilege to submit the following Annual Report as a summary of the valuable achievements of MIT and its partners in 2012/13. The Department looks forward to continuing this positive momentum in the years to come.

Sincerely,

Original signed by

Doug McNeil, M.Eng., P.Eng.
Deputy Minister

Manitoba

Sous-ministre de l'Infrastructure
et des Transports

Bureau 209
Palais législatif
Winnipeg (Manitoba)
R3C 0V8
CANADA

Monsieur Steve Ashton
Ministre de l'Infrastructure et des Transports

Monsieur le Ministre,

J'ai l'honneur de vous présenter, en vue de son approbation, le rapport annuel du ministère de l'Infrastructure et des Transports pour l'exercice 2012-2013. Ce rapport décrit les réalisations du ministère et contient des renseignements détaillés sur ses programmes et sur leurs objectifs et principaux résultats.

Le ministère a réalisé d'importants progrès envers la remise en bon état de l'infrastructure endommagée par les inondations de 2011. Ces travaux seront au premier plan pour de nombreuses années. Pour réaliser nos objectifs, nous devrons équilibrer l'utilisation des fonds visant les activités de réfection prioritaires indiquées dans le Plan de réfection des routes 2011-2015 avec celle des fonds visant les travaux mentionnés ci-dessus. Bien que la plupart des routes endommagées en 2011 soient déjà réparées, les travaux continuent sur la route provinciale secondaire 513 (vers Dauphin River) et sur un certain nombre de ponts. Les réparations progressent sur l'infrastructure de régularisation des eaux, notamment sur les digues de la rivière Assiniboine, le barrage du lac Oak, le barrage Wawanesa et le canal Portage.

En 2012-2013, le ministère a établi un programme qui transformera certaines des digues d'urgence construites par les administrations locales au moment de l'inondation de 2011 en constructions permanentes, dans la mesure du possible. Le coût sera partagé entre le gouvernement provincial et chaque municipalité, le gouvernement en assumant 90 %.

Le ministère a évalué les possibilités de routes résistantes aux inondations à des points clés dans la vallée de la rivière Rouge et à d'autres endroits dans la province où les inondations ont eu des répercussions sur le transport et l'accessibilité en 2012-2013. Cet examen a relevé quelques projets routiers qui réduiraient les effets des inondations sur l'infrastructure routière.

Le groupe de travail chargé du rapport sur les inondations de 2011 et le comité d'examen de la régulation des niveaux d'eau des lacs Manitoba et Saint-Martin ont offert bon nombre de recommandations que la Province a adoptées. En 2012-2013, le personnel du ministère a commencé l'étude et l'établissement de l'ordre de priorité de ces recommandations, en vue d'établir un plan de mise en œuvre.

En 2012-2013, le ministère a continué le travail sur plusieurs projets de construction d'immobilisations complexes et à grande échelle, comme la remise en état de la route périphérique à la jonction de la route provinciale à grande circulation 75, l'amélioration de la sécurité et des intersections sur les routes 100 et 101, la reconstruction de la route 10 au nord de Brandon et de la route 75 dans la ville de Morris, et l'amélioration des intersections à la frontière américaine.

En 2012-2013, le ministère a continué d'appuyer les activités de commerce et de développement dans le corridor de commerce du centre du continent. Le ministère collabore avec des partenaires locaux, nationaux et internationaux pour favoriser la croissance économique en élaborant des initiatives et des instruments stratégiques, appuyant particulièrement la position du Manitoba comme carrefour et porte d'entrée au transport et mettant l'accent sur la promotion de CentrePort.

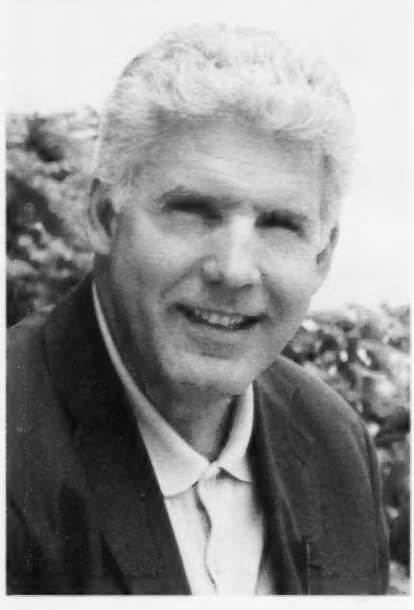
Le ministère a aussi abordé les questions de circulation routière et d'efficacité du passage de la frontière au point d'entrée Pembina-Emerson. L'amélioration et l'élargissement de la chaussée près de la boutique hors taxes réalisés en 2012 ont renforcé la sécurité dans cette zone immédiate et facilité le passage à la frontière pour les véhicules commerciaux lourds.

En 2012-2013, le ministère a mis sur pied une nouvelle politique de restrictions routières durant la période de dégel qui raccourcit la période de restrictions à 56 jours dès le printemps 2012. Cette nouvelle politique détermine le début et la fin des restrictions annuelles à l'aide d'une formule rationnelle selon laquelle la résistance de la chaussée est liée à la température ambiante.

Le Manitoba et le Nunavut travaillent depuis un certain nombre d'années à la conception d'une route praticable par tous les temps qui joindrait Rankin Inlet au réseau routier du Manitoba. Le gouvernement fédéral a exprimé son appui envers l'idée d'offrir une route d'hiver qui servirait de connexion pendant l'intérim. Des membres du personnel du ministère de l'Infrastructure et des Transports du Manitoba et du ministère du Développement économique et des Transports du Nunavut ont récemment fait un vol de reconnaissance au-dessus de la route d'hiver proposée et étudient actuellement leurs conclusions. À mesure que le projet avance, il est espéré que le ministère obtiendra un engagement d'appui plus solide de la part du gouvernement fédéral.

Suite aux dispositions législatives de 2012 modifiant les règlements financiers qui régissent les services d'autobus interurbains réguliers au Manitoba, le ministère a élaboré quelques modifications législatives qui visent l'élimination de son contrôle financier sur les services de transport par autobus nolisé tout en maintenant ses exigences en matière de sécurité du véhicule et de l'exploitation.

En 2012-2013, le ministère a continué de jouer un rôle proactif dans la gestion du dossier de bâtiment du gouvernement, travaillant sur plusieurs projets de construction d'immobilisations complexes, notamment sur les campus du Collège universitaire du Nord, au Pas et à Thompson. Enfin, je suis heureux d'annoncer que le ministère a élaboré un cadre de planification et de programmation stratégique de l'investissement en 2012-2013, grâce auquel les liens entre les priorités et les décisions d'investissement seront consignés. Une fois approuvé, ce cadre guidera la gestion par le ministère des actifs d'infrastructure et de transport de la Province, d'une valeur de plusieurs milliards de dollars, tout en lui permettant d'assumer sa responsabilité de fournir des services au gouvernement.



Je considère comme un privilège de pouvoir vous présenter le présent rapport annuel, qui résume le travail inestimable accompli par notre ministère et ses partenaires au cours de l'exercice 2012-2013. Nous avons hâte de poursuivre sur cette lancée pendant les années à venir.

Veuillez recevoir, Monsieur le ministre, mes salutations distinguées.

Original signé par

Le sous-ministre,
Doug McNeil

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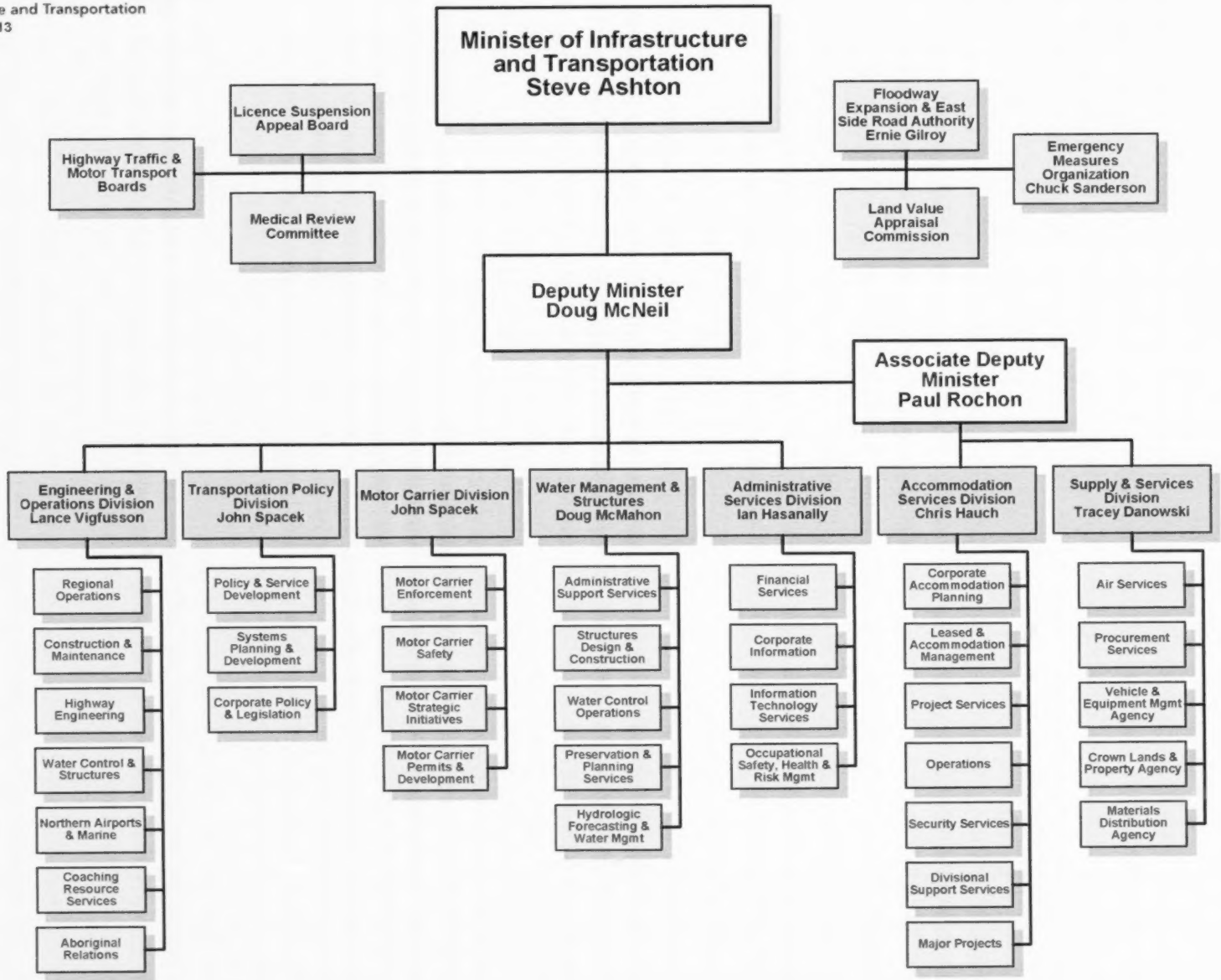
Manitoba

Infrastructure and Transportation
March 31, 2013



Preface

Report Structure

The Annual Report is organized in accordance with the departmental appropriation and organization structures that reflect the Department's authorized votes approved by the Legislative Assembly. The report includes information at the Main and sub-Appropriation levels relating to the Department's objectives, actual results achieved, and financial performance and variances; and provides a five-year historical table of departmental expenditures and staffing. Expenditure and revenue variance explanations are also contained in the Annual Report.

Vision

A unified department proactively leading the delivery of excellent and sustainable public infrastructure and services for Manitoba.

Mission

Enable economic prosperity and social well-being for Manitobans through partnership and integrated stewardship of safe, reliable and efficient infrastructure, transportation and logistics services.

Infrastructure and Service Stewardship

Infrastructure Stewardship

MIT is directly responsible for over $11 billion in infrastructure assets:

- **Provincial Highways:** Approximately $5.6 billion in 19,000 km of roads which include: structural pavement (8,300 km), asphalt surface semi-pavement (4,700 km) and gravel roads (6,000 km).
- **Highway Bridges:** Approximately $2.3 billion in provincial highway bridges (1,800) and large culverts (2,100).
- **Water Control:** $1.0 billion in: agricultural drains (4,500 km), crossings over drains (3,350), 13,000 thru-dike culverts; 4,500 km of drains; over 90 dams; 61 reservoirs; 345 water control structures; 12 diversions (including the Red River Floodway); 18 community ring dikes; 425 km of river diking, and 41 pumping stations.
- **Winter Roads:** $9.8 million invested in 2,500 km of winter roads constructed annually.
- **Accommodations:** Approximately $1.0 billion in 7.3 million square feet of government accommodations (3.7 million square feet of office and 3.6 million square feet of special use facilities).
- **Transportation Buildings:** Approximately $3.0 million in 560 highways workshop and storage facilities.
- **Northern Airports:** Approximately $200.0 million in land, buildings, runways and equipment in 24 northern remote airports.
- **Marine Vessels:** Approximately $24.0 million in nine (9) marine vessels.
- **Aircraft:** Approximately $117.7 million in twenty-two (22) aircraft providing air ambulance, fire suppression and general transport service.
- **Vehicles and Equipment:** Approximately $115 million in more than 5,400 pieces of passenger light duty and ambulance vehicles, as well as highway construction, maintenance, and preservation equipment.

Manitoba Partnership Funding

Provincial and Municipal Infrastructure: MIT has led provincial responsibility for multi-billion dollar, intergovernmental infrastructure funding partnerships for provincial infrastructure (eg: transportation and Manitoba Floodway) and municipal infrastructure (eg: water and wastewater treatment, recreation and cultural facilities, tourism-related, connectivity, etc.).

Public Sector Services
MIT provides public sector services as government's procurement, materials and mail agent, Crown lands and property agency, vehicle and equipment management agency and specialized air service provider.

Policy and Regulation Services and Management
MIT provides transportation regulation and compliance services and transportation policy, legislation and regulatory management services.

Core Competencies

Infrastructure management in acquisition, establishment, planning, consulting, technical expertise and support, operation, maintenance, preservation and enhancement, and disposal.

Consulting and management services in security, parking, contracts, leasing, construction, accommodation planning, Crown lands and transportation policy and program development.

Internal services that maximize economies of scale and purchasing power including procurement, materials, mail and fleet management.

Regulation, compliance and standards management in road use, building and facility infrastructure, highway construction and public tendering.

Community access services through northern airports, marine operations and Lifeflight air service and air services.

Infrastructure funding coordination and capital planning on behalf of Manitoba owned assets and municipal assets.

Statutory Responsibilities

C44 *CentrePort Canada Act*

C340 *The Crown Lands Act*

- Sections 1 to 4, clauses 7.3(2)(a) and (b), sections 9, 11 to 13.1, 15 and 20, subsections 23(1) and (2), sections 24 to 26, 30 and 34 and 34.1
- Section 5 to subsection 7.1(1) and subsections 7.3 (1), (3) and (5), sections 7.6, 8, 14, 16 to 18, 21, 22 and subsection 23(3) insofar as they relate to the disposition of Crown lands and agricultural Crown lands, other than setting fees or rents or issuing work permits

D104 *The Drivers and Vehicles Act* (administered by Manitoba Public Insurance)

D110 *The Dyking Authority Act*

F133 *The Manitoba Floodway and East Side Road Authority Act* (except as it relates to the East Side Road)

G70 *The Government Air Services Act*

G80 *The Government House Act*

G90 *The Government Purchases Act*

G110 *The Ground Water and Water Well Act*

H40 *The Highways and Transportation Act*

H50 *The Highways Protection Act*

H60 *The Highway Traffic Act*

H65 *The Highways and Transportation Construction Contracts Disbursement Act*

I30 *The Lake of the Woods Control Board Act*

L40 *The Land Acquisition Act*

O31 *The Off-Road Vehicles Act*

P20 *The Provincial Parks Act*

- Sections 1 and 16, subsection 21(1), section 22, clauses 32(b), (f), (i), (j), (k), 33(u) and subsection 34(1) and the *Debt Certificate Regulation*, M.R. 140/96

P300 *The Public Works Act*

R15 *The Provincial Railways Act*
R32 *The Red River Floodway Act*
T140 *The Trans-Canada Highway Act*
W60 *The Water Power Act* (as it relates to the planning, construction or operation of provincial water control works)
W70 *The Water Resources Administration Act*
W80 *The Water Rights Act*
W100 *The Water Supply Commissions Act*
W140 *The Wild Rice Act*

- Sections 1 and 2, subsection 8(2), 10 to 13, 15, 16, 18 to 23 and clause 31(e)

Organization

The Department's organization structure is illustrated in the Organizational Chart. It provides for a clear definition of divisional objectives and accountability at each level of program delivery. The role, responsibilities and year-end staffing of the divisions and boards are outlined in the following information.

Administrative Services – 84.00 FTEs

Coordinates the departmental administration, planning process, policies and programs, manages the information resources, corporate communications and strategic planning services for the Department and provides for the departmental occupational safety, health and risk management programs.

Develops and administers corporate financial policy and oversight, provides centralized accounting services, financial planning and review services, financial reporting services, and administers the accommodation cost recovery program.

Coordinates information systems activities within the department to ensure appropriate deployment of related resources in addressing management information needs.

Provides administrative oversight for the Highway Traffic and Motor Transport Boards, the License Suspension Appeal Board and Medical Review Committee, pays indemnities for the Land Value Appraisal Commission and provides for the Lieutenant-Governor's Office expenses.

Highways and Transportation Programs – 579.90 FTEs

Provides central management services and specialized functional support in contract administration, design and engineering to the Department's construction, maintenance and preservation programs, winter roads, Northern Airport and Marine Operations and municipal assistance programs.

Provides for safe movement of vehicular traffic on Manitoba roads by the enforcement of safety regulations.

Provides program management, planning, traffic control and highway design to support the development of the Strategic Highway System (SHS) and Regional Highway Network (RHN).

Provides technical services in materials engineering activities, traffic engineering and property/right-of-way management.

Provides policy advice, planning, research and co-ordination for all modes of freight and passenger activity. Provides federal/ provincial, inter-provincial and industry liaison.

Provides funding to Manitoba Public Insurance for the licencing of drivers and vehicles and collects revenues provided for in *The Highway Traffic Act*.

Regulates motor carriers, administers *The Highway Protection*, *Highway Traffic* and *Off-Road Vehicles Acts*; and provides an appeal procedure for citizens whose driving privileges have been suspended.

Government Services Programs – 702.76 FTEs

Provides safe, quality and sustainable working environments for the delivery of public programs through acquisition, planning, project management, design and engineering, parking and security services.

Provides coordination and monitoring of accommodation projects through utilization of internal and external professional and technical services for planning, design, leasing and construction management.

Provides a technically and logistically integrated infrastructure improvement plan in support of a safe, quality and sustainable portfolio.

Provide security services for government departments and agencies occupying space in owned or leased buildings where the Division is the service provider.

Provides operations and maintenance for government departments and agencies occupying space in owned or leased buildings where Accommodation Services Division is the service provider.

Provides for the acquisition, renewal and monitoring of leased facilities within the Accommodation Services Division portfolio, and provides commercial and real estate expertise with respect to accommodation related issues.

Provides accounting, contracting, and administrative support services for the Division.

Provides overall government accommodation strategy through short and long range planning.

Provide all contracting and tendering activities for the Division such as construction, consulting and service contracts. This includes the preparation of tender documents and award of contracts, ensuring a fair and equitable tender process and adherence to government policies and procedures.

Provides for charging the cost of owned and leased space to the tenant that occupies the space.

Provides corporate procurement of goods and services to all government departments and agencies.

Provides specialty air transportation services including Lifeflight Air Ambulance, aerial surveillance and forest fire suppression, air transportation of personnel and cargo, and co-ordination and certification of government charter flying in private sector aircraft.

Provides materials management services, including common supplies, home care equipment and related maintenance, and redistribution or disposal of surplus assets, in addition to mail.

Provides comprehensive land management services, including administration of Crown land dispositions, appraisal, acquisition, expropriation and disposal of surplus property.

Provides complete vehicle management and maintenance services including mobile and radio services.

Infrastructure Works – 1,068.35 FTEs

Provides for the maintenance of Manitoba's primary and secondary road systems and the rehabilitation/preservation of the Provincial Trunk Highway System and the Provincial Road System.

Provides for roadwork projects in Local Government Districts and Unorganized Territories that are a mix of projects financed 100% by the Province and projects financed on a 50/50 basis between the Province and the various Municipalities and industry sectors (via the Urban Highway Fund and the Commercial Infrastructure Fund, respectively).

Provides funding for a variety of transportation related capital projects.

Provides for the operation and maintenance of provincial airports and ferries in Northern Manitoba.

Provides funding for the administration, construction and maintenance of the winter road system.

Provides annual maintenance service to water and flood control works.

Emergency Measures Organization – 24.00 FTEs

Provides oversight and coordination of all aspects of emergency preparedness in the Province, and manages, directs and coordinates the response of all departments to a disaster or emergency, other than initial response and incident management at the site of the disaster or emergency.

Lieutenant Governor's Office – 3.00 FTEs

The Administrative Services Division provides a support function to the Lieutenant Governor's Office, managing the finances, including administrative staff salaries, materials and supplies and transportation expenses.

Land Value Appraisal Commission

Acts as an independent group to review government land purchases and expropriations in accordance with *The Land Acquisition Act* and *The Expropriation Act*. The Commission determines and certifies due compensation for the acquisition of land by any designated authority with the power of purchase or expropriation. A Commission hearing can be initiated by the acquiring authority or the landowner.

2012/2013 Sustainability Report

The Sustainable Development Act was proclaimed in July 1998. Sustainability is looking at any activity and making decisions with three lenses – the natural environment, the economy and social well-being.

In accordance with *The Sustainable Development Act*, Manitoba Infrastructure and Transportation has integrated reporting of sustainable activities into the department's annual report. In doing so, MIT contends that individual activities being reported take into account the code of practice, financial management and procurement guidelines of the Act.

Objective/Mandate

- Integrate sustainable development principles and guidelines into all aspects of the department's programs and activities.
- Maintain the department's leadership in sustainable activities at a provincial and national level.

Activity Identification

Partner with other levels of government and the private sector to achieve sustainable goals and objectives.

Research improved design and construction processes and materials that use less non-renewable resources and minimize the impact on the environment.

Build and maintain a sustainable transportation infrastructure that reduces the impact on the environment, reduces emissions and keeps communities viable.

Establish specifications and corporate standards for procurement of environmentally preferred goods.

Adhere to recognized sustainable (green) guidelines and standards for the portfolio of buildings under MIT's jurisdiction (construction, renovation, maintenance, leasing, and energy management).

Educate and encourage client departments and agencies on environmentally friendly vehicle and fuel options suitable to their program needs.

Implement recycling and waste diversion systems in the portfolio of buildings and facilities under MIT's jurisdiction.

Continuing Program Activities

- Road Salt Management Program: Continue building to ensure all salt storage sheds throughout the province meet impermeable standards.
- Winter/Ice Roads: Relocate ice roads (winter roads) to land based routes. Relocation of ice roads improves safety, addresses environmental concerns with ice crossings, and provides the basis for possible all weather routes in future.
- Use of Aqua-Barriers (temporary cofferdam structure). Aqua-Barrier provides an economical, effective, environmental friendly and safe alternative to conventional earth cofferdam.
- Collaborate with sustainable partners to advance sustainable practices:
  - The University of Manitoba to develop highway embankment stabilizing techniques that minimize the need to acquire right-of-way, thus minimizing destruction to vegetation and habitats.
  - The Freshwater Institute and the federal Department of Fisheries and Oceans on developing Best Management Practices for bridge and water control design and to further understand the hydraulic characteristics of culverts to improve fish passage design practice.
- Recycling used oil, filters, plastic containers, and anti-freeze toner cartridges, furniture, equipment and supplies.
- Energy Management Program:
  - Reducing energy consumption
  - Reducing use and dependency of non-renewable energy sources
  - Use of renewable energy
  - Life cycle replacement of lighting and mechanical systems
- Water saving measures are implemented when facilities are upgraded or replaced.
- NRCan Portfolio Manager/Energy Star Pilot program to benchmark building energy use and participate in a national program for building energy performance tracking and labeling.
- Province's Green Building Policy:
  - MIT adheres to this Policy which requires that new builds or significant renovations meet or exceed Leadership in Energy and Environmental Design (LEED) silver by the Canada Green Building Council as well as enhanced levels of energy efficiency.
- Green Building Coordination Team which is housed in MIT is the advisory body for the implementation of the Province's Green Building Policy.
- Offer green products to government sector clients (Materials Distribution Agency).
- Products Standards List (highway usage). Evaluation and description identifies environmental properties of construction and maintenance materials.
- Conversion of traffic signals (LED conversion).
- Specifications for new construction of highways storage yard buildings will require use of Energy Star rated electrical components. Heating systems are being converted from oil and propane to electric energy sources.
- Conversion of navigation aids at provincial airports to LED.
- Conversion of building and shop lighting to LED with the initial focus on the four airports being supplied by diesel generating stations at which the power costs are substantial.

2012/2013 Sustainable Activities Data

The Vehicle and Equipment Management Agency (VEMA) continues to recommend environmentally friendly vehicles and equipment to customers when practicable
The fleet includes three 100% electric vehicles for lease to customers for testing purposes
Continued to monitor the favourable performance of the four plug-in hybrid-electric Toyota Prius models in the fleet
Of the 40 Executive vehicles (units assigned to Ministers, Deputy Ministers and Equivalents) in the fleet, 36 are hybrid-electric as of March 31, 2013
$250,000 to support uptake of energy efficient technologies in Manitoba-based commercial vehicle fleet through GrEEEn (Economically, Environmentally, Efficient) Trucking Program
Continued development of Phase 2, a multi-year demonstration project which will inform Manitoba's approach to regulating the use of Low Speed Vehicles (LSV) in the Province.

Administration and Finance

Mandate

- Coordinate the Departmental administration, planning process, policies and programs, manage the information resources, corporate communications and strategic planning services for the Department, and provide department-wide occupational safety and health and risk management programs.
- Develop and administer corporate financial policy and oversight, provide centralized accounting services, financial planning and review services and financial reporting services and administer the accommodation cost recovery program.
- Coordinate information systems activities within the Department to ensure appropriate deployment of related resources in addressing management information needs.
- Provide administrative oversight for the Highway Traffic and Motor Transport Boards, the License Suspension Appeal Board and Medical Review Committee, pay indemnities for the Land Value Appraisal Commission and provide for Lieutenant Governor's Office expenses.

Minister's Salary

The sub-appropriation provides for the additional compensation to which an individual appointed to the Executive Council is entitled.

1 (a) Minister's Salary

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Salaries & Employee Benefits	37	1.00	37	0	

Executive Support

Executive Support provides for office expenses and all support staff of the Minister together with the Deputy Minister, Associate Deputy Minister and their support staff. They provide policy, program development, and executive management direction and monitoring for the Department.

1 (b) Executive Support

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,022	13.00	1,085	(63)	
(2) Other Expenditures	136		140	(4)	
Total Sub-Appropriation	**1,158**	**13.00**	**1,225**	**(67)**	

Administrative Services

Objective/Mandate

The Administrative Service Branch develops monitors and evaluates management policies, systems and procedures. The Branch also meets the needs of internal clients for planning, information management, administrative policy and project support.

Activity Identification

Provide corporate management direction through the Office of the Assistant Deputy Minister, Administration and Finance.

Provide internal client services in the following areas:

- Coordinate annual departmental strategic planning activities, as well as integrating performance measurement activities;
- Manage the development and coordination of the Department's major information documents and records, including annual plans, briefing books and accomplishment reports;
- Provide internal and external communication services and support, manage communication items such as the Department's internet-intranet presence, coordinates writing and composition of speaking notes and responses to information requests;
- Lead the development of administrative policies and procedures as required, and provide specialized administrative services such as *Freedom of Information and Protection of Privacy Act* (FIPPA) management; and
- Provide project management services (facilitation, coordination, report preparation).

2012/2013 Service Volumes

Continued expansion of the corporate service client base, offering services such as coordination and composition of all types of documentation, including but not limited to ministerial responses, briefing material, advisory notes, speeches, presentations and submissions.

Ongoing development of a department-wide shared access system for storing information/documents from all areas of the Department.

Responded to approximately 700 requests for assistance with coordination, compilation and composition of informational materials and other communications related services.

Processed 106 FIPPA requests.

1 (c) Administrative Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,156	16.00	1,189	(33)	
(2) Other Expenditures	843		842	1	
Total Sub-Appropriation	**1,999**	**16.00**	**2,031**	**(32)**	

Financial Services

Objective/Mandate

The Financial Services Branch maintains an active comptrollership function by ensuring that financial and administrative policies, services and reporting systems are developed and administered to effectively meet management and internal requirements. The Branch also provides central financial management services in accordance with governing legislation and establishes financial administration policies and procedures.

Activity Identification

Manage the departmental financial administrative processes and oversight function through management, comptrollership, accounting services, asset accounting, financial planning and review, as well as managing the provincial accommodation cost recovery system (ACRS).

Provide comptrollership services including controlling, compliance auditing, planning, advice/challenge services, archiving and training.

Provide accounting services for the processing of financial documents, appropriation control, general ledger accounting, functional direction and financial systems development support.

Provide asset accounting for the Department's general and infrastructure assets including the Floodway and East Side Road Authority.

Provide financial planning and review for the compilation of the estimates and cash flows, budget analysis and a corporate review/challenge role.

Maintain key activities essential to fulfilling requirements under *The Financial Administration Act*, *The Appropriations Act(s)*, Treasury Board directives, and central government and departmental policies.

Maintain an accommodation cost recovery system with regular updates to reflect applicable rates used to process accommodation charges government wide.

2012/13 Highlights

- Provided advice and support with respect to interpretation and application of central government directives and policies.
- Undertook various comptrollership activities to ensure that financial and administrative policies, services and reporting systems were compliant with corporate comptrollership practices and requirements.
- Provided ongoing support to branches on improving financial forecasting and reporting processes.
- Continued to strengthen the financial function by hosting training days, in person meetings and conference calls for departmental financial officers and contacts.
- Continued support to the ACRS program so as to provide for more efficient allocation of accommodation costs.

2012/13 Service Volumes

522	Creation of new assets with an approximate value of $635.2 million
12	Federal cost shared agreements managed
234	Contracts managed within the Contract Holdback System
7,424	Accounts Receivable invoices processed
1,006	Parking Passes managed
99,607	Accounts Payable Invoices processed

1 (d) Financial Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,399	21.00	1,421	(22)	
(2) Other Expenditures	402		471	(69)	
Total Sub-Appropriation	**1,801**	**21.00**	**1,892**	**(91)**	

Information Technology Services

Objective/Mandate

The Information Technology Services Branch (ITSB) identifies, defines and manages automated and related manual information exchange and processing systems that meet the Department's business needs.

Activity Identification

ITSB provides information management and project management support to all branches and business units in the Department. The Branch supports business units from the conception of a business improvement opportunity or from the identification of a new or changed business requirement through implementation of an appropriate solution.

Administration of the Department's information technology portfolio by identifying, prioritizing, authorizing, managing and controlling projects and initiatives and the related work to achieve strategic business objectives.

Define and analyse business improvement initiatives – business/technical consulting, business process review, project management, business planning and risk management.

Prepare departmental information and communication technology system plans.

Provide consultative services to senior management and business units.

Conduct business process analysis and recommend changes or improvements as appropriate.

Define and manage the provision of automated information systems and equipment for the Department.

Provide policy direction and training to staff for business systems management.

Provide data stewardship and general security awareness as it applies to information and communication technology within the Department and within the Government.

Work closely with the Department of Information, Energy and Mines to coordinate the delivery of central services such as application acquisition or development, implementation and maintenance support.

2012/2013 Highlights

ARPS - 2010-2011 Enhancements - Implemented a new release of ARPS to correct the two serious issues which help streamline ongoing operations and functionalities.

Bridge Inspection Module – Implemented enhancement to eliminate the current way of inspection data is being collected via Excel spreadsheet. This immense amount of data is not in a format that enables easy sorting or manipulation. This project developed a field-based collection system for Inspections, as well as enhanced the Bridge Inventory System to store Structure Inspection information.

Bridge Inventory - Directed Enhancements – Implemented enhancements, bug fixes, as well as some additional inspection data to the current Bridge Inventory application to keep it up to the latest versions of Intergraph's GeoMedia Professional, GeoMedia WebMap, Oracle, Windows, etc.

CLPA Legacy System Project – Completed the business processes for SAP assessment, as well as successfully issued an RFP and secured a vendor for Crown Lands Property Agency (CLPA) Legacy System Replacement for the Scoping and Proof of Concept Phase

CMS Extended Contract FY 12-13 - Implemented reporting enhancements and forms to the Contract Services system which uses the CMS (Contract Management System) exclusively for contract management.

File Transfer Service – Completed the replacement of the existing file transfer service provided by NTREEPOINT with Axway Secure Transport (Tumbleweed Secure Transport). The new system will provide the service of managed file transfer to send and receive large files securely and efficiently primarily between internal and external clients. This service is now available from BTT as a standard offering (eSOR request required). Requests received from MIT business units will be handled in timely matter. Help will also be offered to smooth the transition from old to the new system

Manitoba 10 digit Dialing - Implemented and launched across the department of the new area code (431) that require all hardware and software to be able to use 10 digit dialing.

MAS Enhancements FY 12-13 – Implemented the required enhancements and technical upgrades to the Materials Analysis System.

NAMO-Implement Desktop Environment in Northern Airports - The IT Branch worked with Business Transformation and Technology to plan and deliver the PDN capabilities to our Northern Airport and Marine locations. Desktops have been purchased for these sites already. PDN connectivity needs to be sourced and implemented.

1 (e) Information Technology Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,643	19.00	2,038	(395)	1
(2) Other Expenditures	455		672	(217)	
Total Sub-Appropriation	**2,098**	**19.00**	**2,710**	**(612)**	

Explanation:

1. Lower salaries due to staff vacancies.

Occupational Safety, Health and Risk Management

Objective/Mandate

The Occupational Safety, Health and Risk Management Branch (OSHRM) is mandated to manage risks to the safety, health and well being of employees, visitors and the public arising out of the work activities performed by or on behalf of the Department.

Management of risks to the Department's infrastructure and physical assets.

Activity Identification

Provide consultative and support services in risk management, workplace safety, occupational health and wellness, and incident and injury claims management programs.

Research, develop and maintain workplace safety, occupational health and risk management programs, policies and procedures.

Conduct Safety Program Audits to ensure compliance with applicable federal and provincial workplace safety and health acts and regulations.

Implementation and maintenance of the Department's Business Continuity Planning.

2012/2013 Highlights

- Provided support and technical guidance for work areas to ensure legislative and regulatory compliance.
- Reduction in costs associated to workplace injuries continues to trend downward.
- Re-development of the Business Continuity Management System.
- Increased program delivery capacity by coordinating training days, in person meeting and video conferencing with departmental safety contacts.
- Created identifiable branch brand to create and promote awareness around safety, health and risk management.
- Redesigned and revised existing programming policy/procedure and the migration of this information to an MIT Intranet SharePoint Site.
- Implemented and launched the online system for the management of the department's Materials Data Safety Sheet program.

2012/2013 Service Volumes

Program Activities	
267	Claims received - damages to MIT's property or third party property
172	Worker Compensation Board Claims reported
154	Worker Compensation Board Claims accepted

Injury Statistics	
205	Incidents – Injuries with no medical attention or lost time
72	Recorded Doctor – Injuries involving medical attention, with no lost time
100	Lost Time Claims – Injuries involving medical attention, with lost time

Work Days Lost and WCB Costs	
2030	Work Days Lost
$1,573,315	WCB Costs

1 (f) Occupational Safety, Health and Risk Management

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	462	8.00	546	(84)	
(2) Other Expenditures	158		108	50	
Total Sub-Appropriation	**620**	**8.00**	**654**	**(34)**	

Lieutenant Governor's Office

Objective/Mandate

The Administrative Services Division provides a support function to the Lieutenant Governor's Office. The Division manages the finances of the Lieutenant Governor's Office, including administrative staff salaries, materials and supplies and transportation expenses.

1 (g) Lieutenant Governor's Office

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	235	3.00	226	9	
(2) Other Expenditures	125		102	23	
Total Sub-Appropriation	**360**	**3.00**	**328**	**32**	

Land Value Appraisal Commission

Objective/Mandate

The Land Value Appraisal Commission is an independent tribunal, which determines the due compensation payable for government land purchases and expropriations. Its operation is governed by *The Land Acquisition Act,* with respect to government purchases, and by *The Expropriation Act*, with respect to expropriations.

The Commission's expropriation compensation decisions are binding on both the expropriating authority and landowner(s). Decisions on matters of fact and law are appealable to the Court of Appeal. The Commission's *Land Acquisition Act* decisions are binding on the acquiring authority, but not on the landowner(s).

As of March 31, 2012 the Commission had 74 outstanding applications. For the period April 1, 2012 to March 31, 2013, the Commission received 125 applications under *The Land Acquisition Act* and *The Expropriation Act*; and the Shoal Lakes Agriculture Flooding Assistance Program. The applications are as follows:

	Received	Closed	Outstanding
Land Acquisition Act	53	54	1
Expropriation Act	14	13	71
Shoal Lakes Agriculture Flooding Assistance Program	58	57	3

The Commission closed a total of 124 files. Of the 124 files, the Commission issued 110 Certificates for the following:

- 54 for Agreements/Offer to Sell and Conditional Release – under *The Land Acquisition Act* and *The Expropriation Act.*
- 4 for Contentious Case; 2 under *The Expropriation Act* and 2 under the Shoal Lakes Agriculture Assistance Program.
- 52 Agreements for the Shoal Lakes Agriculture Assistance Program.

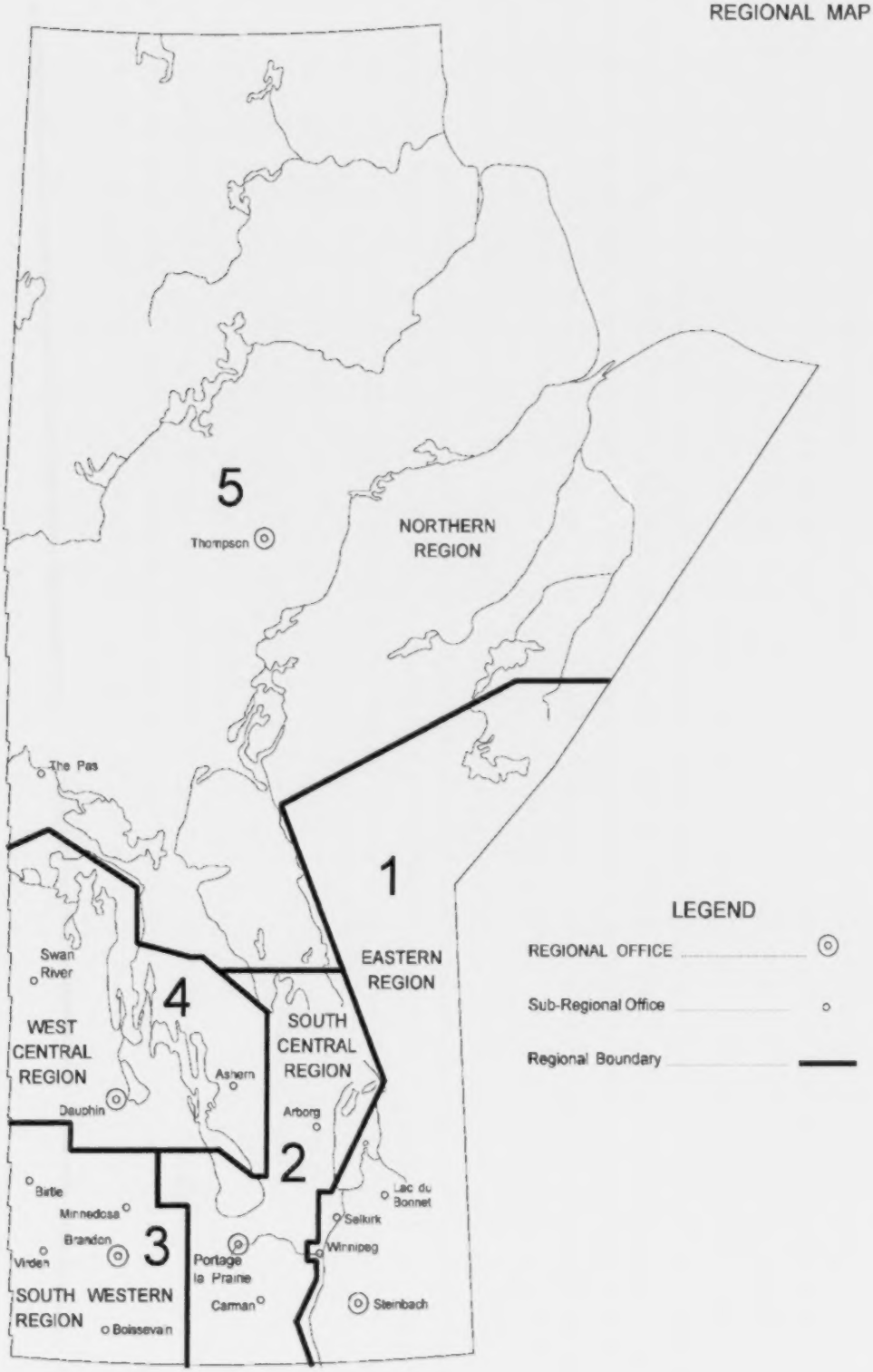
The Commission held public hearings in connection with land being acquired for the Province of Manitoba and for the City of Winnipeg. All hearings were held in the City of Winnipeg.

The Commission issues its reasons for decisions, which are reported in the "Land Compensation Reports", published by the Canada Law Book Inc.

1 (h) Land Value Appraisal Commission

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Other Expenditures	18		26	(8)	

REGIONAL MAP



Highways and Transportation Programs

Mandate:

- Provides central management services in support of infrastructure programs.
- Provides specialized functional support pertaining to road maintenance, construction and stewardship
- Provides for the design, construction and maintenance supervision of bridge, grade separation, overhead sign, water control structures and other miscellaneous structures.
- Provides for safe movement of vehicular traffic on Manitoba highways by the enforcement of safety regulations.
- Develops and delivers the department's road construction, maintenance and winter roads operations as well as any applicable municipal assistance programs.
- Provides specialized services to other government departments and other jurisdictions, such as cities, towns, villages, municipalities, government agencies, Crown corporations and the federal government.
- Provides planning support and highway designs and reviews roadside development to ensure the needs of the Strategic Highway System (SHS) and Regional Highway Network (RHN) are met.
- Provides for the administration of provincial airports and ferries in northern Manitoba.
- Provides specialized functional support in materials and research activities.
- Provides specialized functional support in all aspects of traffic engineering.
- Provides specialized functional support, advice, and oversight related to highway access management and control functions, both within the authorities of the Department and under the authorities of the Highway Traffic Board.
- Provides policy advice, planning, research and co-ordination for all modes of freight and passenger activity, including support and funding towards the Churchill Gateway Development Initiative.
- Provides federal-provincial, inter-provincial and industry liaison. Provides ongoing government policy support for Driver and Vehicle Licensing issues.
- Provides a transfer payment to Manitoba Public Insurance to administer programs for the licencing of drivers and vehicles and the collection of fees charged under *The Highway Traffic Act*.
- Regulates motor carriers, administers *The Highways Protection, The Highway Traffic and The Off Road Vehicles Acts*; and provides an appeal procedure for citizens whose driving privileges have been suspended.

Division Executive Office (Engineering and Operations)

Objective/Mandate

The Division Executive Office provides management and policy direction to the Engineering and Operations Division. It also ensures the effective and efficient delivery of the Department's construction, maintenance, preservation and municipal assistance programs throughout the province. In addition, the Office ensures the effective and efficient delivery of the ferry service and provincial airport programs, coordinates water control operation support services with the Water Management & Structures Division. Also, it establishes effective environmental standards for use of resources and materials, as well as appropriate design and operational standards for all divisionally operated infrastructure.

Activity Identification

Coordinate strategic planning for the Division.

Corporate quality assurance function for written correspondence, program cost information, and various other budgeting/tracking responsibilities.

Identify needs/priorities for organizational structure changes, program focus, and positive corporate culture development within the Division.

Coordinate media responses and political issues management strategies for the Division.

Provide leadership and direction to the Engineering and Operations Division in accordance with the business goals of government and by participating in the executive management of the Department.

Provide management of the Department's:

- road construction, maintenance and preservation programs delivered through the five regions and applicable Divisional Executive Office support branches;
- provincial airport system and marine transportation network; and
- related infrastructure stewardship functions.

Provide administrative support to Branch managers.

Provide a coaching resource in leading and prompting the work of individuals in the areas of leadership skill development and performance based learning and development for the Division.

Monitor effectiveness of standards, services and facilities within the jurisdiction of the Division.

Provide staff development by establishing coaching, mentoring and training programs to meet the needs of the Department and the expectations of employees.

Provide leadership and guidance to Divisional staff regarding liaison functions with First Nations.

Provide specialized Project Management oversight and training

2012/2013 Highlights

Over the past 5 years, the Division has implemented a number of initiatives aimed at increasing its internal engineering resources. Some of the initiatives include:

- Developing a more aggressive marketing, recruitment, and retention plan for engineers;
- Implementing a formal Engineer-in-Training program, currently comprised of more than 20 recent engineering graduates;
- Developing a Major Initiatives Team within MIT using existing resources;
- Engaging branches to develop a process to forecast engineering requirements and a program for sharing engineering resources on a project specific basis;

- Implementing a streamlined engagement process with increased delegated authorities for external engineering service providers; and
- Developed a Project Manager Intern program under Construction Support Services Branch to "fast track" technical paraprofessional staff development to the Program Management level.

The Division continued to recruit key mid-level management and engineering/technical positions, including:

- Environmental Engineer (Manager of Environmental Services Section)
- Traffic Systems Engineer
- Pavement Design Engineer
- Materials Research Engineer
- Traffic Analysis Engineer.

In 2012/2013, the Division continued its development work toward the longer-term establishment of three major plans which will ultimately help formalize Corporate policy and procedures, set priorities and Levels-of-Service/Response, and serve as a communication tool to strengthen outreach with industry stakeholders and authorities. Many North American jurisdictions already have similar plans in place as a matter of due diligence and risk management. The three corporate plans currently being developed are:

1. A provincial "Traffic Safety Plan";
2. A provincial "Geotechnical Hazard Risk Management Plan"; and
3. A provincial "Environmental Management System" for the Division's infrastructure assets.

In partnership with the Transportation Policy and Motor Carrier Divisions, the Engineering and Operations Division participated in the following joint divisional activities:

- Development of a "MIT Strategic Transportation Investment Planning and Programming Framework" for the provincial highway network;
- A consultant study to review industry best practices and available software packages for use in the Capital Programming function;
- Development of an updated Spring Road Restriction policy and updated Winter Weight Premium policy, with both being science-based (rather than calendar-based); and
- The completion of a joint study involving the US Border and Customs Protection agency, North Dakota Department of Transportation, Transport Canada, and Canada Border Services Agency to review long term infrastructure requirements(and related staging requirements) at the Pembina-Emerson Port-of-Entry on PTH 75.

2012/2013Service Volumes

The annual highway budget has increased by over 55 per cent since 2006/2007 at a new record high of $523 million. Due to the heavy workload on MIT staff and its contractors caused by the Flood, a significant amount of capital highway work was unable to be completed and was carried over into 2012/2013.

In 2012/2013, Engineering and Operations continued work on its first ever Design-Build contract for grade separations and interchange works related to the CentrePort Canada Way project (valued at $142M – the largest contract ever awarded by Engineering and Operations) Work also commenced on the required interconnecting roadway, through traditional design-bid-build contracts.

2 (a) Division Executive Office

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,413	17.00	1,541	(128)	
(2) Other Expenditures	207		155	52	
(3) Less: Recoverable from Other Appropriations	(271)		(246)	(25)	
Total Sub-Appropriation	**1,349**	**17.00**	**1,450**	**(101)**	

Operations and Contracts

Objective/Mandate

Operations and Contracts and its four branches provides specialized internal services and support to ensure the timely and effective delivery of the construction, maintenance and preservation programs in accordance with consistent standards, specifications and procedures.

Activity Identification

Special Operations
Organizes, manages and provides the services of specialty crews comprised of over 150 seasonal office and field staff operating specialized equipment to complete highway preservation and maintenance work in the areas of seal coat, asphalt mixing, pavement marking, bridge maintenance and route and seal. Special Operations represents the Department in Emergency Preparedness with EMO coordinating the department's response when any emergency incidents arise.

Contract Services
Provides expert service and advice to develop standards/policies that form the framework for regional staff and other branches to work under, with respect to capital and preservation project programming, contract administration and the procurement of materials and services for construction, preservation, and maintenance projects throughout the Province. Contract Services also provides the administration for the provincial winter road program which provides seasonal land access to remote northern communities in Manitoba. Contract Services also manages the Construction Management System that helps develop and track the progress of the construction and preservation programs and provides ongoing cash flow information to program managers and to Division and Department Executive. Contract Services also manages the Division's Pavement Management System as well as Off Road and Culvert Inventories.

Construction Support Services
Provides expert technical service, advice, support and training for the department's construction, maintenance and airports staff in a manner which incorporates quality, sustainability, fairness and consistency along with the protection of the public interest. Our vision is to explore new and innovative ways to become more effective and efficient by modifying systems and processes that improve our services. Construction Support Services (CSS) also provides specialized internal services and support to ensure the timely and effective delivery of the construction, maintenance and preservation programs in accordance with consistent standards, specifications and procedures.

Operational Services provides provincial maintenance operations and road preservation with the framework of business policies and procedures, management tools and supporting technologies. Operational Services also co-ordinates the highway condition information to public stakeholders.

2012/2013 Highlights

Contract Services
Established Joint MIT / ACEC - Manitoba Contracts Committee with local Engineering Service Providers.

Implemented Government Wide Tendering Policies in our Division.

Provided new/updated policies for controls in the bid cycle and communication of tender amendments.

Construction Programming Section
Launched the Highway Asset Management Project – Move Forward Plan, the implementation plan in response to the gap analysis on programming and asset management identified in the Highway Asset Management Study.

Prepared the annual Preservation Program.

Prepared annual reports and coordinated project cashflow projections for Federal-Provincial cost-share programs involving MIT's highway capital and preservation programs.

Responsible for MIT's Pavement Management System that houses and analyzes pavement condition data, analyzes year-to-year trends in condition data, forecasts future pavement conditions, and selects a set of appropriate pavement preservation treatments and associated project lists based on specified levels of funding. Prepared and distributed the annual Network Surface Condition Report.

Provided a new policy for capitalization of interest charges for large structure capital projects under construction, updated the request for additional funds form and policy, and distributed best practices documents for handling over expenditures and extra work using the Construction Management System.

Prepared an Asphalt Surface Treatment (AST) Strategy Report to address the challenging operational problem MIT faces - to safely maintaining this network given current budget constraints. The 4400 km network is broken into several categories and suggested treatment strategies for preserving, reconstructing, and maintaining this network are provided.

Provided Construction Management System (CMS) training to new staff in MIT and user support to the 300 users.

Contract Section
Continued to strengthen MIT's relationship with the Manitoba Heavy Construction Association (MHCA) through activities of Joint Specification Committee and coordinated implementation of Government Wide Tendering Policies, in particular COR™ certification of contractors.

Undertook a comprehensive review of the branch's tendering and contracting processes. This was done to modernize the processes where possible as well as identify and pursue process improvements in order to maximize efficiency.

Initiated a comprehensive review of MIT's General Conditions, Instructions to Bidders and tender documents for all construction services. The review is ongoing and aims to modernize the procurement process and align procurement documents with the current state of practice.

Initiated development of a comprehensive Engineering Services Provider procurement policy to support enhanced delegated procurement authorities.

Winter Roads Section
Successful administration and delivery of the 2012/2013 Winter Road Program.

To maximize the relatively short winter road season, an engineering review has shown that the maximum allowable loading can be raised and the Department has now implemented this increase. Previously the maximum gross vehicle weight (GVW) for a five-axle truck on the winter road system was 37,500 kg. On routes where structures and the roads can accommodate an increase, the limit is increased to 39,500 kg. This change allows each truck to haul about eight percent more cargo.

Operational Services
Provincial Road Initiatives

- Provided Maintenance Management System setup and support to over 100 locations throughout the Province.
- Prepared the annual Provincial Maintenance Program.
- Responsible for the Provincial Maintenance Career Training Program which ensures all entry level staff and permanent employees are adequately trained prior to performing maintenance services. Over 100 staff were trained prior to their field activities this past year. To date over 600 employees have been training through the Maintenance Career Training Program. The Maintenance Career Training Program has been expanded to cover Level 2 and 3, which provides required operational training to full time, non seasonal employees.
- Responsible for the Gravel Road Agreements with the Rural Municipalities.

- Highway Condition Information is available by recorded message 24 hours a day at 204-945-3704 or toll free at 1-877-627-6237. Messages are updated 24 hours a day, 7 days a week all year round. Highway condition information can also be obtained on the Internet at http://www.gov.mb.ca/roadinfo.
- The Highway Condition program was upgraded in November of 2011 to include 511. 2012/2013 was the first full year of running this program which has shown great success in providing the motoring public with easy access to road condition information.
- The addition of an enhanced weather forecasting website provides maintenance staff with another tool enabling them to provide fast and efficient service when responding to winter weather events.
- Conducted research into new procedures and technologies to improve the safety and maintenance of the provincial road network. Such research includes testing and evaluation of longer lasting snow plow blades, Infrared Pavement repair, tow behind snow plows and dashboard cameras.

Construction Support Services

Training Development and Recruitment Section (TDR)

Co-op Education Programs

For 2012/2013 a total of 117 students were hired as part of TDR's Civil Engineering, Civil Engineering Technology/Technician Co-op Education Program, and High School initiatives, including Engineering Access Program (EngAP) at the University of Manitoba and the ACCESS Civil Engineering Technology Program at Red River College, in support of the Department's Employment Equity and Diversity Program.

This was the sixth year of the High School Sponsorship program for Northern and rural students participating in the High School Initiative. There were a total of 21 high school students participating which included 8 from grade 11 and 13 from grade 12. As well, Water Management and Structures also took part in the high school program. Five $1,000.00 sponsorships were distributed throughout the Province to assist participants in furthering their education within the field of civil engineering and providing on-going summer employment.

Internal Training

Internal levels of training courses completed in 2012/2013: 41 tests have been completed in the self-instructional Level 1 (Math, Survey and Materials) and Level 2 (Math) and 175 tests have been completed in internal training which included Principles of Management 2, Essentials of Supervision 1 through 5, Materials 2- A, B and C, Managing Under The Collective Agreement, and Survey 2 and 3.

Career Fairs and Outreach

TDR organized and/or participated in multiple career fairs in 2012/2013, with a total of 12 career fair events. The two largest career fair/symposium events were held in Brandon and Winnipeg and included participation from all operational areas of the department. Smaller regional events were staffed primarily by regional staff with the displays, informational materials and supplies provided and shipped through TDR.

TDR presented and participated in conferences promoting the High School, Co-op, Project Specific and Internal Training Programs throughout the year. These presentations led to contacts with Aboriginal Communities, School Divisions, Post-secondary Institutions and other government departments which are expanding the reach of recruitment programs and strengthening the long term staffing strategy.

Project Manager Intern Program

TDR has been coordinating the second intake, which is now approximately halfway done. The third intake is currently in the selection process. The intent of the program is to accelerate the technical knowledge and skills required to become a functional project manager at the conclusion of the development program. The program design and structure as well as a program manual were developed and refined for the Regional Operations and Highway Engineering mid-divisions. For the participants the first year included technical and transferable skill evaluations, sessions with Highway Planning and Design, Traffic Engineering and Property Services. Also their development within their home Regions was tailored to meet their development needs.

Quality Assurance

Automated Weigh Scale System

A second pilot project was chosen for the 2012/2013 construction season on PTH 68 Paving project. The Automated Scale System was implemented and evaluated on the larger scale project. There were a few modifications to be made, but overall the system performed well.

Material Analysis System (MAS)

MAS system is a database developed to store all information related to our Construction projects. Some of the information stored in the database is aggregate material analysis such as source and location, type of aggregate with test results from Central Lab, Mobile Lab and Field Labs. Other information stored are density reports, proctor info, mix designs and pavement designs, job core summaries etc. This database is currently being used by Material Engineering and Construction Support Services staff but eventually Regional staff will have access. Currently about 95% of all info is being inputted and Quality Assurance is striving for 100%.

Cold In Place Recycling Project (CIR)

There were two CIR projects in the Province this past construction season. The first one was in the South Western Region on PTH 10 North of Brandon and the second one was in the Northern Region on PTH 6 South of Grand Rapids. These projects were the second and third such projects in the Province. Both projects were successfully administered with minimal issues. Quality Assurance and Materials Branch will be monitoring the long term performance of these projects as this type of construction is very new to the Department. Future CIR projects are being discussed and Full Depth Reclamation (FDR) is also being considered on PTH 59 North of Winnipeg near Grand Beach. This would be the first for the Department for this type of construction.

- Continued deployment of GEOPAK to the Regions and to Water Management and Structures, along with providing operational support for the Department's Engineering software Geopak, MicroStation, TIMS, and associated Bentley products such as Descartes, Pointools and Rebar.
- Assist in the transition from TIMS3 to Bentley ProjectWise.
- Bentley completed a contract to provide custom Design Templates to be used within Bentley's Corridor Modeling. Testing and pre-deployment preparation, including custom training documentation and setting up interface and standards, is ongoing.
- Evaluation of Data Acquisition and Bentley Descartes to handle LiDAR data within MicroStation.
- Preparing custom training material and training documentation on LiDAR data managing software (TopoDOT) and various Bentley products.
- Provide in-house training for MIT staff on various engineering products.
- Provide help with cleaning of LiDAR data or bathymetric data and creating a Digital Terrain Model, to be used for civil designing within GEOPAK.
- Evaluating and implementing future releases of GEOPAK and MicroStation. This includes preparing procedures and completing prerequisite requirements, custom workspaces, custom civil cells, etc.
- Continually providing assistance with various projects for Regions, Water Management and Structures and Northern Airports and Marines Operations. This includes creating various maps using GIS, plan, profile, and cross section drawing.
- Update and maintain discussion forum for users of GEOPAK, MicroStation, GIS and TIMS.
- Prepare various GIS related maps for special groups, such as, MIT Flood Prevention, Winter Roads and Road Information System.
- Preparing for upgrades to various engineering products, including evaluating and testing within our environment.

Research and Development

- Continued evaluation of industry leading survey data collection technologies for MIT.
- Provide terrestrial and mobile LiDAR to various projects for MIT throughout the Province (stockpile volumes, structures, corridor surveys).
- Continued investigation of new technology for survey data collection and data management: ruggedized field tablet data collector, Windows OS, advanced data collection software.
- Continued investigation of new technology in Bathymetrics and Aerial Photogrammetry.
- Acquired four (4) Real Time Kinematic (RTK) systems for MIT.
- Acquired one (1) Aerial Mapping Unmanned Aircraft System (UAS) for MIT: Gatewing X100.

- Performed urban terrestrial LiDAR survey Victoria Avenue (City of Brandon) from 1st Street to 18th Street.
- Performed urban mobile LiDAR survey on Manitoba Avenue (City of Selkirk).
- Performed urban mobile LiDAR survey on PTH 11 (Town of Pine Falls).
- Performed Mobile LiDAR survey on Lake of the Prairies shoreline.

Geomatics

- Continued deployment and support of survey equipment to the Regions and Water Management and Structures, along with providing operational support to the Department's construction program.
  - 9 Total Stations
  - 39 Robotic Total Stations
  - 22 Global Navigational Satellite Systems
  - 73 Data Collectors
- Prepare custom training material and documentation on survey procedures, guidelines, specifications, and software.
- Perform audits of various provincial projects for quality control throughout the Province.
- Perform control surveys throughout the Province.
- Continually providing assistance with various projects for Regions, Water Management and Structures, and Northern Airports and Marines Operations.
- Provide survey software and hardware support for 70 non-managed laptops, survey instruments (50 total stations & 20 global navigational satellite systems), and data collectors throughout the Province.

Buildings and Storage Yards

- Salt and sand sheds (8 sheds) in support of the departmental Salt Management Program were constructed - $1,880,000
- Equipment storage sheds (5 sheds) - $1,013,000
- Office Addition (1) - $105,000
- Regional Engineering (3 RTM trailers) - $140,000
- Materials Engineering equipment shed and office - $523,000
- Northern Airports and Marine Services (6 buildings) - $1,966,000
- Water Control and Structures (2 buildings) - $392,000
- Building upgrades (42 projects) - $254,000

2012/2013 Service Volumes

Contract Services Activities

In 2012/2013, 306 contracts valued at 214.7 million were awarded for various types of work throughout the Province. This consisted of 98 bonded contracts valued at $185.8 million including:

- $10.6 million - Aggregate Production Projects
- $3.1 million – Airports and Marines Projects
- $46.2 million – Structures Projects
- $2.6 million – Building Projects
- $57.8 million – Grading Projects
- $57.1 million - Surfacing Projects
- $0.6 million – Traffic Projects
- $8.2 million – Water Control

As well, 208 non-bonded construction orders valued at $28.9 million were approved for various road and bridge projects.

262 purchase orders valued at $62.9 million were awarded for the purchase of highway construction and maintenance materials such as asphalt cements, culverts and road maintenance chemicals.

Construction Support Staffing Activities	
26	Contract Reviews conducted
10	Grading Audits conducted
37	Survey Audits conducted
448 km	Control Surveys conducted
3	Northern Airport Surveys conducted
10	Training – GEOPAK Users
62	Training – Survey
73	Conference – Survey
1	GNSS Systems purchased
10	Training – MicroStations
15	C3D - TopoDOT
413	Internal Levels of Training

Annual Planning activities include program scheduling, in concurrence with other Department agencies such as Asset Management's Performance Prediction Technology (PPT) program, Bridge section, maintenance schedule and input from all Regions regarding work needs.

2 (b-1) Special Operations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	532	8.00	628	(96)	
(2) Other Expenditures	161		243	(82)	
Total Sub-Appropriation	**693**	**8.00**	**871**	**(178)**	

2 (b-2) Contracts

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,519	20.40	1,544	(25)	
(2) Other Expenditures	447		405	42	
Total Sub-Appropriation	**1,966**	**20.40**	**1,949**	**17**	

2 (b-3) Construction Support Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,052	14.00	1,042	10	
(2) Other Expenditures	250		237	13	
Total Sub-Appropriation	**1,302**	**14.00**	**1,279**	**23**	

2 (b-4) Operational Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	810	12.60	837	(27)	
(2) Other Expenditures	179		142	37	
Total Sub-Appropriation	**989**	**12.60**	**979**	**10**	

2 (b-5) Recoverable from Other Appropriations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Less: Recoverable from Other Appropriations	(469)		(1,218)	749	1
Total Sub-Appropriation	**(469)**	**-**	**(1,218)**	**749**	

Explanation:

1. Reduced construction in the capital program

Water Management and Structures

Objective/Mandate

Founded on proven areas of expertise, Water Management and Structures Division (WMSD) is proactive and collaborative working in teams to develop policies, processes and programs. Relationships are based on mutual trust and respect. Communication is honest, open and inclusive. Divisional processes are current, documented and clear and aligned with Government Policy. WMSD fosters a learning environment that helps employees to actively collaborate and seek the knowledge, information, training and tools to deliver excellence in our services. Employees have clear and well defined roles that reflect the common vision and are recognized for their expertise by external and internal partners. WMSD provides a safe and professional environment with the tools, technology and knowledge management systems to deliver benchmark services.

Responsible for the overall management of infrastructure inventory that includes: 1,800 bridges; 2,100 large culverts; 13,000 thru-dike culverts; 4,500 km of drains; over 90 dams; 61 reservoirs; 345 water control structures; 12 diversions; 18 community ring dikes; 425 km of river diking, and 41 pumping stations.

Activity Identification

Design and prepare detailed plans and specifications for water control infrastructure and structure capital projects.

Provide contract administration and construction inspection for water control and structures capital projects, including bridges, grade separation structures, dams, drains, control structures, overhead sign structures, large culverts and other miscellaneous structures.

Rate the load-carrying capacity of bridges and structures on the highway network and water control network for increased allowable highway loading and review special permit overload applications.

Manage consulting engineering firms retained by the Department for preliminary design, detailed design, construction inspection and contract administration services related to water control infrastructure and structure capital projects.

Provide input into and assist in the development of the Department's Multi-Year Infrastructure Capital Programs based upon inspection and condition assessment of the existing water control and structures inventory.

Inspect, monitor and maintain water control infrastructure and structures, including bridges, overpasses, dams, dikes, large culverts and associated works.

Respond to emergency water control infrastructure and structure issues, such as flooding and emergency repairs.

Continue to research and utilize innovative new materials, technology and design practices that have the potential to extend the service life of the structure inventory and to ensure sustainable and environmentally compatible design solutions.

Provide water control infrastructure and structures technical advice and recommendations to other government agencies and jurisdictions on hydraulics, soils investigation and analysis, geotechnical design, bridge materials, innovative technologies, structural and related engineering, structures contract administration and construction inspection.

Provide technical and survey services for designated Provincial Waterways where necessary for clean out or new construction.

Provide the Department of Conservation and Water Stewardship with survey services for drainage applications and enforcement, snow survey data for flood forecasting, waterway capacity analysis and input into litigation and correspondence.

Operate water control works including mechanical operating services for dams, control structures, pumping stations and mobile pumping units, regulation and monitoring of all water control works to ensure the needed water control effect is achieved, complete agreements for land acquisition for new waterway construction, utilities right-of-ways for waterways, manage leases to permit hay harvesting from drains.

Perform operations as directed by the Department of Conservation and Water Stewardship for water supply and regulation purposes, and investigate and respond to public requests for information, including approximately 300 pieces of correspondence annually. Provide fall shut-down, over-wintering and winter maintenance services to mechanical water control works and other works where needed. Provide on-going works monitoring and forecasting services over the winter.

Provide spring run-off – flood response services including activation and operation of flood control works, and dike construction. Under the direction of the Department of Conservation and Water Stewardship, provide onsite flood response coordination and or construction of earthen/sandbag dikes, operation of water control structures for flood control, and closing and opening of ring dikes. Provide on-site technical support to municipalities and Manitoba Aboriginal and Northern Affairs for flood response.

2012/2013 Highlights

Successful delivery of:

- $17.2 million Water Related Capital
  - $3.1 m Lake St. Martin Channel – Reach 3
  - $2.3 m Oak Lake Dam
  - $2.2 m Portage Diversion Channel

- $15.4 million Waterway Maintenance
  - $1.6 m Ice Jam Mitigation Program

- $350 million related Highway Infrastructure
  - $25.1 m CentrePort Canada Way
  - $6 m Bridge Rehab on Hwy 23/Red River, East of Morris

2012/2013 Service Volumes

49	Preliminary Designs (Hydraulics)
76	Detailed structural designs and associated drawings
0	Dam safety designs
57	Structures constructed and/or rehabilitated
785	Detailed structure inspections
100	Structures where major maintenance performed
111	Engineering service provider assignments managed
129	Structures rated for load carrying capacity
66	Geotechnical design, soils investigations and monitoring at structure sites
63	Hydrologic assessments completed
66	Environmental submissions prepared
3162	Overweight permits reviewed
15.2	Km of drain reconstructed

2 (c-1) Design and Construction

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	3,003	36.00	3,055	(52)	
(2) Other Expenditures	871		706	165	
Total Sub-Appropriation	**3,874**	**36.00**	**3,761**	**113**	

2 (c-2) Water Control Operations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	2,177	29.00	2,279	(102)	
(2) Other Expenditures	718		688	30	
Total Sub-Appropriation	**2,895**	**29.00**	**2,967**	**(72)**	

2 (c-3) Preservation and Planning Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	772	10.00	850	(78)	
(2) Other Expenditures	75		119	(44)	
Total Sub-Appropriation	**847**	**10.00**	**969**	**(122)**	

Hydrologic Forecasting and Water Management

Objective/Mandate

Hydrologic Forecasting and Water Management (HFWM) is responsible for providing the overall direction and coordination required for the optimum development, allocation and conservation of Manitoba's water resources, through the following areas:

- Administration
- Hydrologic Forecasting and Flood Response Coordination
- Water Control Systems Management
- Hydrologic Information, Operation, and Policy Section

Activity Identification

Administration
The office of the Executive Director provides the necessary program and policy direction and coordination for Hydrologic Forecasting and Water Management to ensure the sustainable water management on a province wide basis. This is accomplished through operation of the Province's water control system, flood forecasting, and development and implementation of emergency response plans. The office regulates development on flood plains and delivers individual and community flood mitigation programs.

The office also develops new policy direction including legislation and regulation, and ensuring existing policies and procedures are followed. The office oversees funding, negotiates and administers grants and contracts, monitors efficiency and effectiveness of expenditures, and guides provincial input into trans-boundary water management issues. In addition, the Executive Director sits on the following boards and commissions:

- International Joint Commission's International Red River Board
- International Joint Commission's International Souris River Board
- Red River Basin Commission
- Member, Prairie Provinces Water Board
- Member, Lake of the Woods Control Board
- Member, International Roseau River Board
- Member, Partners for the Saskatchewan River

Hydrologic Forecasting and Flood Response Coordination
The branch operates a Hydrologic Forecast Centre that analyses and models hydrologic data and provides hydrologic reporting, forecasting and warning services to all levels of government and the public. Its purpose is to promote public safety, give direction to emergency response and facilitate optimum operation of water control works such as dams, diversions and floodways for flood damage reduction.

The Branch also includes a Development Review component which promotes long-term flood damage reduction by ensuring developments, subdivisions, permits and crown land sales adhere to provincial land use policies regarding the risk of flooding and erosion. The Branch also performs dam operations for flood control to ensure sufficient supply of water in reservoirs and rivers and suitable lake levels for recreation and fish and contributes climatic information for the design of water control structures.

The Branch performs hydraulic analysis using state-of-the-art hydrodynamic models for flood damage reduction studies and to assess impacts of infrastructure changes such as road and bridge replacements. The Branch operates a provincial network of water level and stream flow gauges and provides hydrometric data in near real time for multiple uses.

2012/2013 Highlights

Operational Flood Forecasting

- Below normal soil moisture during 2011 freeze-up combined with below normal 2012 winter precipitation resulted in a very low risk for 2012 spring flooding in much of the province. However late 2012 spring/ summer rain events in the upper Assiniboine resulted in over spillway discharge from the Shellmouth Reservoir and flooding downstream in the Assiniboine Valley.

- River flows and forecasts and lake and reservoir forecasts were provided for operations of provincial water control infrastructure for the purpose of flood control and water supply. Flood Watches, High Water Advisories and Flood Warnings were provided as necessary for emergency water management and to promote public safety.
- In both spring and summer, the branch staff continued to review and develop tools to assist in flood forecasting for the following basins:
  - The Red River Basin
  - The Pembina River
  - The Roseau River
  - Pelican Lake
  - The Qu'Appelle River Basin
  - The Assiniboine Watershed
  - The Fisher River
  - Dauphin Lake
  - Red Deer Lake
  - The Souris Watershed
  - The Saskatchewan River
  - Lake Manitoba
  - Lake Winnipegosis
- In collaboration with consultants, water level forecasts for Lake Manitoba and Lake St Martin Lakes were provided as needed.
- The Branch made several presentations to and held discussions with the 2011 Flood Review Task Force to address questions related to data, staffing, infrastructure and forecasting methodologies.
- In 2012, the WeatherFarm Program and Community Collaborative Rain Hail Snow Network (CoCoRAHS) which were originally operated by the Canadian Wheat Board were taken over by the Weather Innovations Consulting firm.
- The launching of the CoCoRAHS program saw the registration of over one hundred active volunteer observers in Manitoba. These observers have provided useful precipitation data some of which were utilized in assessing this year's flood potential for Southern Manitoba.
- Inter-jurisdictional meetings and conference calls were frequently held with the US National Weather Services and the Saskatchewan Water Authority, now called Saskatchewan Water Security Agency, to discuss and chart out areas of future collaborative work in data sharing and flood analysis, modeling and forecasting activities.
- Meetings were held between MIT staff, DELTARES-FEWS to discuss the potential establishment of Manitoba Hydrologic Forecast Centre Computer Platform for flood forecasting.
- In late 2012 the migration of Flood Information Web from MWS to MIT was completed. Improvement of this Website is ongoing.
- The branch continued to respond to numerous calls for hydro meteorological information, via e-mail, web site and telephone.
- A new super computer was acquired to support hydrodynamic analysis and modelling.
- Two student positions were created and filled to support flood analysis and modelling activities.
- Work on testing continuous hydrologic models including HEC-HMS continued for the Assiniboine Watershed and the Qu'Appelle River Basin. HEC-HMS tests also began for the Red River.
- A new position of Flood Damage Hydraulic Engineer (EG4) was filled.
- Several staff attended training/workshops to advance their skills and knowledge in communications, GIS data processing analysis and modelling.
- A new initiative started in late 2012 proposing to establish a soil moisture monitoring and research program based on Radarsat and field based data acquisition with participation of MIT, MAFRI, Agriculture and Agri-Food Canada. The 4-year project has now been given a go-ahead and fully funded at a cost of $500,000 under directorship of Environment Canada Science and Technology Branch. The Hydrologic Forecast Centre is expected to take a leading role in the flood modeling component of the project.
- Precipitation during the autumn of 2012 was generally below normal in most of southern Manitoba but near normal to above normal in the Interlake Region and Northern Manitoba, including the Pas Region. The overall soil moisture levels at the time of freeze-up in 2012 were significantly lower than the unprecedented and wide spread wet conditions seen in 2010 prior to the major 2011 flood. Between late March and early April 2012 the snow pack ranged from normal to above normal in many parts of Manitoba, Saskatchewan and North Dakota. However, due to favourable weather combined with low soil moisture at the time of 2012 freeze-up, the potential for 2013 spring flooding in Manitoba was significantly reduced.
- As a part of 2013 spring flood outlook preparation, routine ground and air (Gamma) based surveys were contacted in November 2012 to determine soil moisture conditions before freeze-up in Manitoba and North Dakota. Additionally, ground and air (Gamma) based snow surveys were carried out in February and March 2013 to determine snow water content prior to the start of snowmelt.
- In early 2013, spring flood outlooks were issued in advance of snowmelt.

Development Review Activities

- Flood protection requests from private landowners.
- Support for Manitoba Water Services' Geographical Information Systems (GIS) efforts during flood. Mapping on as needed/requested basis.
- Point of contact for GIS and data sharing amongst Provincial, Federal, Municipal and Crown Corporation emergency response.
- Coordinate Ortho Imagery Capture for Dauphin Lake, Lake Winnipeg, Lake Manitoba and Lake St. Martin.

Water Control Systems Management

The Branch participates in programs, planning exercises, studies, analyses and other activities related to provincial waterways; water control infrastructure such as agricultural drains, flood control works, and dams and reservoirs; erosion control programs; flood preparedness, coordination and response; and various water management issues regarding drainage and flooding.

2012/2013 Highlights

- Investigated development proposals that could affect the provincial waterway infrastructure. Authorization permits were issued outlining the terms and conditions for those developments, to ensure the continued safe and effective functioning of the infrastructure.
- Provided engineering and technical support to the Water Control Works and Drainage Licensing Section for evaluating the effects and technical soundness of drainage or other water control works proposed by applicants for licences of works under *The Water Rights Act*.
- Conducted engineering analyses for various water management problems and projects.
- Directed the ice breaking work of the provincially-owned Amphibexes, ice cutters, and Ground-Penetrating Radar ice thickness monitoring program, in the early spring of 2013. Continued to work with the North Red Community Water Maintenance Inc. by establishing annual ice-breaking work plans and assisting with technical issues and problems.
- Continued development of emergency preparedness plans for provincial dams through engineering service providers.
- Continued review and oversight by the Diking Commissioner of the City of Winnipeg's primary diking system.
- Continued participation in the Shoreline Erosion Technical Committee, which reviews proposals for shoreline erosion projects along the shores of Lake Winnipeg, made by local governments and individuals and permitted by the local planning authority.
- Continued the migration to and maintenance of an electronic database of maps, plans, field/survey information and reports regarding provincially-owned water control infrastructure and water management studies.
- Continued with the implementation of the Individual Flood Protection Initiatives, for the flood protection of flood prone homes, farms, and businesses; the Community Flood Protection Program; and the Shellmouth Dam Enhancement Project.

Hydrologic Information Operation and Policy Section

The Hydrologic Information, Operations, and Policy Section provides hydrological, hydraulic, and other scientific services to support water resources management, to assure the protection of people, and to minimize damage to property from floods and droughts. This is done through various activities including the collection of hydrometric data, providing technical direction on the operation of the Red River Floodway and the Portage Diversion and being actively involved with other Canadian and international jurisdictions to share experiences and information on drought and flood management practices. The section operates the Province's hydrometric network and coordinates participation in the national hydrometric cost share program. Planning and engineering studies are undertaken to provide input to multi-disciplinary resource management activities. Hydraulic and hydrologic information is provided to the public. Research and advanced technical studies are conducted in areas such as river geomorphology, hydrodynamic modelling, and river ice engineering. The section also provides policy support to the division executive and to other sections in Water Management and Structures division.

2012/2013 Highlights

- Provided technical support to floodway studies.
- Chaired the Red River Floodway Advisory Board and provided technical input to the Shellmouth Operation Advisory Board.
- Prepared artificial flood reports for operation of the Shellmouth Dam in 2011 and 2012, as required under *The Water Resources Administration Act*.
- Shared information with Saskatchewan Watershed Authority concerning the operation of the Fishing Lake Channel in the Upper Assiniboine Watershed.
- Managed the hydrometric monitoring needs of the province including the delivery of the Manitoba portion of the Canada-Manitoba Hydrometric program, which forms a part of the National Hydrometric Program.
- The hydrometric crew carried out 38 stream flow measurements on various waterways across Manitoba. The section operated 138 water level stations including 6 real-time water level recorders, 70 water level recorders, and 62 manual gauges.
- Maintained databases containing historical streamflow and water level information.
- Managed the Department's real-time water level data acquisition system for drought and flood monitoring. The existing data acquisition and database system is being updated with a state-of-the art technology data acquisition and database system (AQUARIUS). This system will help to harmonize data collection and management for the development of a drought management plan and will assist in timely flood forecasts.
- Studied the structural and thermal properties of ice to complement ice jam mitigation efforts.

2 (c-4) Hydrologic Forecasting and Water Management

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	2,346	26.00	2,569	(223)	
(2) Other Expenditures	636		417	219	
Total Sub-Appropriation	**2,982**	**26.00**	**2,986**	**(4)**	

2 (c-5) Recoverable from Other Appropriations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Less: Recoverable from Other Appropriations	(2,363)		(3,897)	1,534	1
Total Sub-Appropriation	**(2,363)**	**-**	**(3,897)**	**1,534**	

Explanation:

1. Reduced construction in the capital program.

Motor Carrier

Objective/Mandate

While valuing the diversity of our people, innovative culture and public stewardship, enhance public safety through the development, communication and administration of commercial motor carrier and short-line provincial railway regulatory and safety services, in a manner that protects infrastructure and promotes the economy.

Activity Identification

Motor Carrier Safety Programs (MCSP) enhance public safety by providing financial, administrative and training support, programs and services to the division, external agencies and the motor carrier industry. MCSP provides a comprehensive safety program for monitoring and regulating the performance of short line intra-provincial railways, maintains a carrier profile system (CPS) that captures data on railroad and motor carrier demographics, monitors insurance records for public liability and property damage for motor carriers, administers a safety fitness test upon entry to the industry for commercial motor carriers and assigns safety ratings through the Safety Fitness Certificate Program.

Motor Carrier Permits and Development (MCPD) develop, issue, and administer oversize and overweight permit policies; collect single trip, fuel tax, permit, and authority fees. MCPD also assists in the development and implementation of the annual MIT Spring Road Restrictions Program and maintains the automated routing and permitting system (ARPS) and delivery of the TPIF program.

Motor Carrier Enforcement Programs (MCEP) develop, administer and monitor programs relative to the commercial motor carrier industry, including vehicle weights and dimensions, Commercial Vehicle Safety Alliance (CVSA), Mechanical Truck Safety Inspection Program, load securement, drivers' hours of service, dangerous goods, licensing, the National Safety Code, and the Spring Road Restrictions Program. Objectives are achieved through direct enforcement activities delivered through fixed weigh stations and highway patrol units across the provincial network, as well as through an investigation and facility audit program aimed at effecting the improvement of motor carriers' safety operations.

Motor Carrier Strategic Initiatives (MCSI) enhance public safety, protect infrastructure, and promote the economy by identifying, investigating, analyzing, and developing surface transportation policy, safety, and enforcement initiatives. MCSI provides research and analytical support to the Manitoba Motor Transport Board and the Manitoba Taxicab Board, develops and maintains a strategic plan and performance measurement system for the Motor Carrier Division, provides research, analysis, and policy development in support of Motor Carrier Division initiatives, and provides research, analysis, and policy development in response to new and emerging issues and factors that impact Motor Carrier Division programs.

Expected Results

Compliance with regulatory and safety initiatives; preservation of Manitoba's highway infrastructure investment; the enhancement of public safety; enhanced economic viability for Manitoba businesses dependent on the trucking industry through the development of special programs.

Reduction in the number of commercial vehicle collisions, injuries and fatalities through enhanced monitoring and evaluation of commercial carrier safety programs and fitness ratings; improved enforcement of provincial and federal legislation; inter-jurisdictional exchange of commercial vehicle information and educational awareness programs.

2012/2013 Highlights

- Manitoba participated in the Transport Canada sponsored TDG (Transportation of Dangerous Goods) Blitz in October of 2012. The event was well supported by CVSA certified officers in Manitoba's Motor Carrier Division and Transport Canada's Manitoba based TDG inspectors.

- The first all-weather inspection shed was completed in late fall of 2012 at Emerson and has allowed commercial vehicle inspectors to conduct level 1 CVSA inspections during the winter.
- Nearly 25% of the divisions Motor Carrier Enforcement Officers retired over the past 24 months, and their replacements have been hired and are in various stages of training.
- New electronic scales capable of weighing vehicles not previously weighable have been detected operating extremely overweight, including one found to be 30,000kg in excess of the permitted weight. Additionally, the equipment was used in the move of three transformers on 20 axle trailers (320 tires total) with each transformer weighing approximately 363,000kg. These new scales enabled engineers to more accurately analyze impacts to structures along the proposed routes.

Preparations for upcoming amendments to weights and dimensions regulation were started, which would promote greater harmony with Manitoba's western counterpart.

2012/2013 Service Volumes

ENFORCEMENT	
Number of Vehicles Processed	353,563
PROSECUTORIAL	
Agricultural Lighting	1
Overweight	1,192
Over dimensional	163
Public Service Vehicle	19
Faulty Equipment & Safety	617
Dangerous Goods	34
Licensing	205
Provincial Hours of Service	0
Violation of Oversize/Overweight Permit	119
C.V.S.A.	342
Federal Hours of Service	43
Anhydrous Ammonia	0
Load Securement	191
Trip Inspection	22
Other (Driver Related)*	140
Other (Passenger Related)	0
Unknown	3
Total	**3,091**
PERMIT	
Single Trip Permits	14,259
Designated/Regulated Commodity Permits	38
Motive Fuel Permits	9,998
Transit Licenses	0
Overweight Permits	11,697
Productivity Permits (Overweight) New	35,262
Over dimensional Permits	35,344
Misc. Permits (includes Wpg. & Brandon)	4,813
Total	**111,411**
CARRIER PROFILE	
Active NSC Carriers as at March 31	18,662
Active NSC Vehicles as at March 31	54,671
New NSC Carrier Records	1,673
For-hire Carriers monitored for PL/PD Insurance	1,165
OOP Incidents transmitted electronically through CDE	0
OOP Incidents received electronically through CDE	6,283

U.S Inspections received electronically	7,147
Number of Manitoba CVSA Inspections recorded	2,822
Number of Manitoba CVSA Inspections that were OOS	727
Number of Manitoba Drivers that were OOS	60
Number of Safety Rating Changes	77
New Safety Fitness Certificates issued	1,673
Safety Fitness Certificates renewed	4,056
Performance Rating Letters sent	1,868
Inspection Letters sent	665
FACILITY AUDIT	
NSC Standard #15 Facility Audits conducted	111
SHORT-LINE RAILWAY	
Short-line Railways monitored	5
Track inspections	6
Signalized crossing inspections	0
Dangerous goods inspections	1
Passive crossing inspections	83
Locomotive power inspections	7
Car inspections	24
Rules inspections	2
Notices/Orders issued	0
Accidents/Incidents reported	4
Investigations conducted	0
Abandonment requests	0
Railway operating license applications received	1
REVENUE	
Revenue through Consent Disposition	$17,875
Revenue for Safety Rating Audits	$0
Fine and Costs	$1,293,881
Single Trip Permits	$314,469
Designated/Regulated Commodity Fees	$950
Motive Fuel Permits	$202,485
Transit Licenses	$0
Overweight	$583,323
Productivity Permits (Overweight) New – Collected on behalf of TPIF	$309,749
Over dimensional	$881,894
Other (Administrative Fees for Permits includes Wpg & Brandon)	$115,435
Total	**$3,720,061**

* Identifies driver related offences which do not appear in any categories under prosecution statistics. E.g. fail to comply, fail to report, seat belts, etc.

Incident - An accident, conviction or inspection | **NSC** – National Safety Code | **OOP** – Out-of-Province
OOS - Out of Service | **TPIF** – Manitoba Trucking Productivity Improvement Fund

2 (d) Motor Carrier

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	5,572	75.00	5,399	173	
(2) Other Expenditures	1,704		1,719	(15)	
Total Sub-Appropriation	**7,276**	**75.00**	**7,118**	**158**	

Regional Offices

Objective/Mandate

Effectively develop and deliver the road construction, maintenance and preservation programs in the Region ensuring that projects and activities are carried out to departmental standards and incorporate the principles of sustainable development.

Activity Identification

Coordinate engineering, construction and preservation, supervision and maintenance operations for highway programs in the Region, and where applicable, provide support on the Northern winter roads network and for specific Northern Airports and Marine Services and Water Management and Structures projects. Monitor contract work to ensure quality control and adherence to specifications and standards.

Liaise with central office to ensure uniformity and consistency with respect to policy, standards, procedures, and communications with stakeholders, including the media. Prepare project proposals and priorities within the region and provide timely information and updates on issues as required.

Conduct road maintenance and preservation activities in an environmentally sound and economically sustainable manner by reclaiming and recycling materials, by operating equipment in a cost-effective manner and by providing for effective material storage and waste management.

Coordinate and manage all regional non-program work with respect to land development, utility installations, environmental issues, right-of-way, adjacent control areas, noise attenuation, and other use applications and issues. Actively promote and participate in innovative alternative capital funding partnerships for provincial roads.

Manage all financial, occupational safety and health, risk management, human resource, and general administration for the Region (see map on page 26 for regional boundaries and office locations).

2012/2013 Highlights

Eastern Region Office (Region 1)
Successfully delivered a Capital Infrastructure Program totalling $53.0 million, including major projects:

- Work was completed on the reconstruction of PTH 75 through the Town of Morris.
- Construction continued on the roadway portion of CentrePort Canada Way.

Successfully delivered $27.3 million Maintenance and Preservation (summer and winter).

537 illegal signs were removed over a distance of 82 kilometres on PTH 1 and PTH 11.

South Central Region Office (Region 2)
Successfully delivered a Capital Infrastructure Program totalling $30 million including major projects:

- Bituminous Pavement on PTH 1 (carry over from previous year) – 6.4km west of PR 240 to 3.2km east of PR 240 at a cost of $2.2 million.
- Culvert Jacking on PTH 1 – PTH 16 to Portage la Prairie (various locations) at a cost of $1.1 million.
- Culvert Replacement on PTH 3 – PTH 14 to PTH 23 for a cost of $0.2 million.
- Bituminous Pavement on PTH 3 – PTH 14 to PTH 23 for a cost of $0.2 million.
- Bituminous Pavement on PTH 6 – 8.6km south of PR 322 to 1.1km south of PR 322 for a cost of $4.5 million.
- Utility Revisions on PTH 13 – PTH 14 to PTH 2 (Carman to Elm Creek) for a cost of $0.9 million.
- Culvert Jacking on PTH 13 – 1.6km north of PTH 3 to PTH 2 for a cost of $0.8 million.
- Bituminous Pavement on PTH 16 (incl. passing lanes) – 2.5km west of PTH 34 to PTH 50 for a cost of $12.4 million.
- Granular Base and Bituminous Pavement on PTH 17 – PTH 68 to PR 233 for a cost of $0.2 million.
- Flood Repair and Grading on PR 229 – 14.4km west of PTH 17 for a cost of $0.9 million.
- Grading on PR 331 – Hoop and Holler Curve to PTH 13 for a cost of $1.0 million.

Successfully delivered $24.4 million in Preservation and Maintenance (summer and winter):

- Summer and Winter Maintenance $20.8 million.
- Preservation projects $3.6 million (Seal Coats, Transverse Crack Repair, Spot Grade Improvements etc.).

Winter Maintenance Operations continued to provide service to the travelling public with earlier start times, primarily on commuter routes.

South Western Region Office (Region 3)

Successfully delivered a Capital Infrastructure Program totalling $44.3 million, including the following major projects:

- PTH 10 - PTH 1 to 0.4 km north of PTH 25 (including passing lanes) was completed at a cost of $6.6 million. Work included cold-in place recycling and bituminous pavement with 3.0m paved shoulders. This was a federal cost share project. Total work completed in 2012 was $6.6 million of an estimated $15.5 million project. .
- Bituminous Pavement on PTH 1 from PTH 5 to the east junction of PR 351 (eastbound lanes) and PTH 1 from PR 340 to 2.6km easterly (westbound lanes) were completed at a cost of $5.3 million.
- Stage 1 and Stage 2 sub-completion were completed involving crushing and the grade construction of the PTH 1 North Service Road between Deer Ridge Road and the east junction of PTH 10 in the City of Brandon. Remaining granular base, curb and gutter and bituminous pavement to be completed in 2013. Total work completed in 2012 was $2.15 million, with an estimated $1.0 million to be spent in 2013.
- Grade, widen and Bituminous Pavement of PTH 16 from PR 359 to the south junction of PTH 83 almost completed with only 9km of top lift paving remaining. Total work completed in 2012 was $11.5 million, with an estimated $1.9 million to be spent in 2013.
- Stage 1 and Stage 2 sub-completion was completed of the grade, base and bituminous pavement of PTH 110 (new location) from the Assiniboine River to PTH 1. Only the top lift paving and minor grading work to tie-in the east leg of PR 457 remains. Total work completed in 2012 was $9.4 million and an estimated $2.0 million remains to be spent in 2013. The total project cost is $29 million.
- Grade reconstruction of PTH 5 from 9.1km north of PTH 2 to 2.6km north of the Assiniboine River as a result of flood damage was completed at a cost of $764,000.
- Slopes stabilized on PTH 21, 13.3km north of the east junction of PTH 2, was completed as a result of the flood at a cost of $428,000.
- Base and Bituminous Pavement on PTH 83, 7.4km south of PTH 2 southerly 0.4km, was completed as a result of the flood damage at a cost of $334,000.
- Stabilize base course and bituminous pavement of PR 340, from PR 453 to 10.4 km north of PR 453, did not commence this year due to the contractor's schedule. The material was produced with $630,000 spend of an estimated $3.7 million project.
- Grade widening and bituminous pavement of PTH 3, from the east junction of PR 254 to the south junction of PTH 21 (west of Deloraine) also did not commence due to the contractor's schedule. The material has been produced with $975,000 spent of an estimated $8.0 million.
- Bridge removal and culvert installation on PTH 2, at Jackson Creek for a cost of $610,000.
- Shoo-Fly Detour on PTH 83 at Pipestone Creek for a cost of $250,000.
- Culvert Jacking on PTH 1 between the east junction of PR 250 and the west junction of PTH 10 for a cost of $377,000.
- Culvert Jacking on PTH 18, 6.2km north of PTH 3, for a cost of $208,000.
- Culvert Jacking on PTH 10, between PTH 24 and PTH 16 for a cost of $1 million.
- Culvert Jacking on PR 346, 3km north of PTH 3, for a cost of $108,000.
- Culvert Jacking on PR 265 commenced but not completed. Only $150,000 spent on a project value of $600,000.
- Various culverts were installed, slopes restored and stabilized, and erosion repairs performed as a result of the flood in 2011.

<u>Microsurfacing</u>

- Completed 35km of microsurface on PTH 1 and PTH 2.
- Microsurface projects on PTH 2 and PTH 10 carried over to 2013.
- Completed 20km of a new treatment called Slurry Seal on PTH 2.

Successfully delivered an $18.6 million Winter and Summer Maintenance Program, along with spot road improvements and spring breakup repairs totalling $3.1 million from the Preservation Program.

The Regional Maintenance Program continues to evolve with the retirement of several very experienced supervisory staff and the recruitment of highly skilled replacements. We are very fortunate to have such a dedicated and professional team of people delivering our services.

The Regional Maintenance team continues to pursue innovative and sustainable treatment options that minimize our impact on the environment. A few highlights include:

- Use of infrared technology for heating and repairing surface defects and recycling broken asphalt chunks for reuse on the road.
- Use of a small milling machine to grind surface defects to re-use existing materials and minimize the use of new materials.
- Proactive use of sodium brine for anti-icing treatments on sections of PTH 1 to improve road user safety and road conditions while reducing costs and minimizing the amount of sodium used, which benefits the environment.

West Central Region Office (Region 4)

Successfully delivered a Capital Infrastructure Program totalling $34.0 million, including major projects:

- Surfacing of PTH 5 from PR 261 to PTH 19.
- Surfacing of PTH 68 from the Lake Manitoba Narrows to 9 km south of PR 325.
- Intersection Improvements in Lake Manitoba First Nation.
- Jacking of culverts on PTH 83 at various locations from north of PR 367 to PTH 57.
- Grade reconstruction and gravel surface on PR 588 north of PR 275 (west of Swan River).
- Bituminous Levelling on PR 482 in various locations from PR 549 to PTH 5 .
- Reconstruction of PTH 83 and installation of subsurface drainage north of PR 366 in response to the slide in the Shell River Valley.
- Grade reconstruction and gravel surface in various locations on PR 513 from PTH 6 to Dauphin River.
- Completion of shoulder widening (grade and gravel) on PTH 10 east of PR 488.
- Construction of a shoo-fly detour on PTH 5 at the Turtle River.
- Construction of a shoo-fly detour on PTH 6 at the Burnt Lake Drain.
- Began the clean-up in response to the unprecedented flood of 2011 with the delivery of $7.5 million of dike removal and road repairs throughout the Region, including:
    - Removal of dikes in the Community of Dauphin River.
    - Removal of dikes in the Dauphin River First Nation.
    - Minor clean-up at both of the Lake St. Martin Emergency Channels.
    - Bituminous levelling on PR 239, PR 276 and the St. Laurent Access Road.
    - Removal of dikes in various locations impacted by Lake Manitoba and the Dauphin River.

Successfully delivered $17.0 million Preservation and Maintenance (summer and winter) program.

Winter Maintenance Operations continued to provide enhanced service to the travelling public, including weekend road patrol and earlier start times, primarily on commuter routes.

Northern Region Office (Region 5)

Successfully delivered a Capital Infrastructure Program totalling $39 million, including major projects:

<u>Bituminous Pavement</u>

- PTH 6 – 31km north of Devils Lake to 49km north of Devils Lake for a distance of 18km.
- PTH 6 – 8.9km north of PTH 60 to Grand Rapids Drive for a distance of 23km (including shoulders)

<u>Completion of Base and AST projects (second lift of AST)</u>

- PR 373 – Sea Falls to PR 374 for a distance of 35km
- PR 373 – 35km south of PTH 6 to 50km southerly for a distance of 15km
- PR 374 – 14km north of PR 373 to 2 km south of Kichi Sipi Bridge for a distance of 6.5km
- PR 374 – 2km south of Kichi Sipi Bridge to Cross Lake for a distance of 16.8km

<u>Grade, Base, and AST</u>

- Wanless Access Road for a distance of 1.1km

Grade Widen and Shoulder Gravel

- PTH 10 from Wanless to PTH 39 for a distance of 32.9km

Grade and Granular Base Course

- PR 373 from 6km north of Rossville to Pine Creek for a distance of 8.6km

Jacking Culverts

- PTH 10 from The Pas southerly to PTH 60 for a total of 18 sites
- PTH 6 from 31km north of Devils Lake to 49km north of Devils Lake for a total of 9 sites

Successfully delivered $21 million Preservation and Maintenance (summer and winter), including:

- 10 km of thin lift overlay on PTH 60 between PTH 6 and PR 327
- 16 km of shoulder upgrading on PTH 39 east of PTH 10
- 32 km of route and seal on PTH 6 between Thompson and Paint Lake

The Region completed the final details of a 16km dike at Rall's Island near The Pas, protecting the community from the flooding Saskatchewan River. This dike is now a permanent structure and was built to the 100 Year Flood level plus 2 feet.

An emergency bridge replacement was carried out at the South Morrison Creek. This structure was replaced with three 1,800mm concrete culverts.

The bridge on PR 287 servicing the community of Cormorant was replaced in the winter of 2012/2013. A winter road was constructed over Cormorant Lake to connect the community during construction.

A cost share agreement with Manitoba Hydro to upgrade sections of PR 280 in anticipation of the Keeyask Generating Station is ongoing. Environmental processes and contract preparation is nearing completion and construction is expected to commence in 2013 and carry into 2014.

2012/2013 Service Volumes

Eastern Region Office (Region 1)

Capital/Preservation/Maintenance	
5453	Km's of road maintained (including winter roads)
375	Km's of roads constructed/reconstructed (incl. resurfacing, micro, etc)
37	Contracts/construction orders administered
Technical Service Engineering	
2	Functional Designs completed
14	Detailed Designs completed
9	Engineering Service Provider contracts managed
15	Underground Agreements and Addendums reviewed and approved
82	Utility approvals
212	Crossing applications processed
537	Illegal signs removed
500	Illegal signs identified for future removal
Human Resource Activities	
25	Full time competitions/appointments/hires
30	Co op students/grade 11/12 students/project specific hired
75	Secondments/acting status/temporary reclass
Other Administration	
9598	Financial transactions
149	Ministerial letters/Briefings/Issue Updates
180	Safety Meetings
18	Health and Safety Yard Audits
3	Accident Investigations
0	Health and Safety Stop Work/Improvement Orders

South Central Region Office (Region 2)

Capital/Preservation/Maintenance	
4423	Km's of road maintained (includes 477.8km of Main Market Roads)
53	Km's of roads constructed/reconstructed (includes resurfacing, micro, etc)
28	Contracts/construction orders administered
Technical Service Engineering	
11	Functional Designs completed
11	Detailed Designs completed
13	Intersection Warrant Analysis
9	Guardrail Designs and installations
17	Culvert Installation Detail Designs
1	Engineering Service Provider Traffic Impact Studies
7	Engineering Service Provider's functional Designs
2	Treaty Land Entitlement selections reviewed and processed
4	Crown Land lease/sales processed
18	Water and Sewer Line Agreements
169	Subdivision Reviews
17	Subdivision Drainage Impact Study Reviews
30	Manitoba Telecom Service (MTS) Agreements
12	Centra Gas Agreements
13	Hydro Agreements
4	Sidewalk Agreements
170	Highway Traffic Board Applications
Human Resource Activities	
8	Full time competitions/appointments/hires
27	Co op students/grade 11/12 students/project specific hired
28	Secondments/acting status/temporary re-class
1	Supportive Employment Permanent Appointments
Other Administration	
6879	Financial transactions
48	Ministerial letters/Briefings/Issue Updates
920	Safety Meetings
18	Health and Safety Yard Audits (Maintenance)
51	Accident Investigations
1	External Certificate of Recognition Audit
25	Inspections
19	Pre Construction Meetings
6	Near Miss
0	Improvement Orders

South Western Region Office (Region 3)

Capital/Preservation/Maintenance	
5033	Km's of road maintained
60	Km's of roads constructed/reconstructed
85	Culverts/bridges replaced
44	Contracts/construction orders administered
5	Co-operative projects (RM's, Towns, etc)
Technical Service Engineering	
23	Detailed Designs completed
3	Engineering Service Provider contract managed
159	Utility approvals
141	Crossing applications processed (includes 15 water gauge stations)
14	Geophysical Licenses
14	Subdivision applications processed
18	External Evironmental proposals (review and comment)
28	Environmental applications
8	Onsite Geotechnical Assessment conducted with Materials Engineering Branch
16	Pavement Structure and Surfacing Design memos requested
9	Soil Survey/Pavement Coring (total 98km) Requisitions submitted

6	Requests submitted to MWS for "Q" Values on 65 culvert sites
39	Material Requisitions (submitted for 63 various products and/or materials)
5	Environmental spills on regional network (investigations conducted)
6	Departmental Quarry Pit Management meetings conducted
10	Pit Permit Registrations
7	Exemption Certificates Issued
14	Aggregate Summary Reports submitted to Materials Engineering Branch (74 material types)
32	Contractor Permit Verifications through Integrated Mining and Quarry System
13	Access removals
Human Resource Activities	
16/2/30	Full time competitions/appointments/hires
9/11/1	Co op students, grade 11/12 students, project specific hired
2	Extended FTE's approved
2	Supportive Employment successfully placed/15 modified duties
0/52/84	Secondment/acting status/temporary reclass
1	Development plans completed
Other Administration	
8614	Financial transactions
70	Ministerial letters/Briefings/Issue Updates
179	Safety Meetings
19	Health and Safety Yard Audits

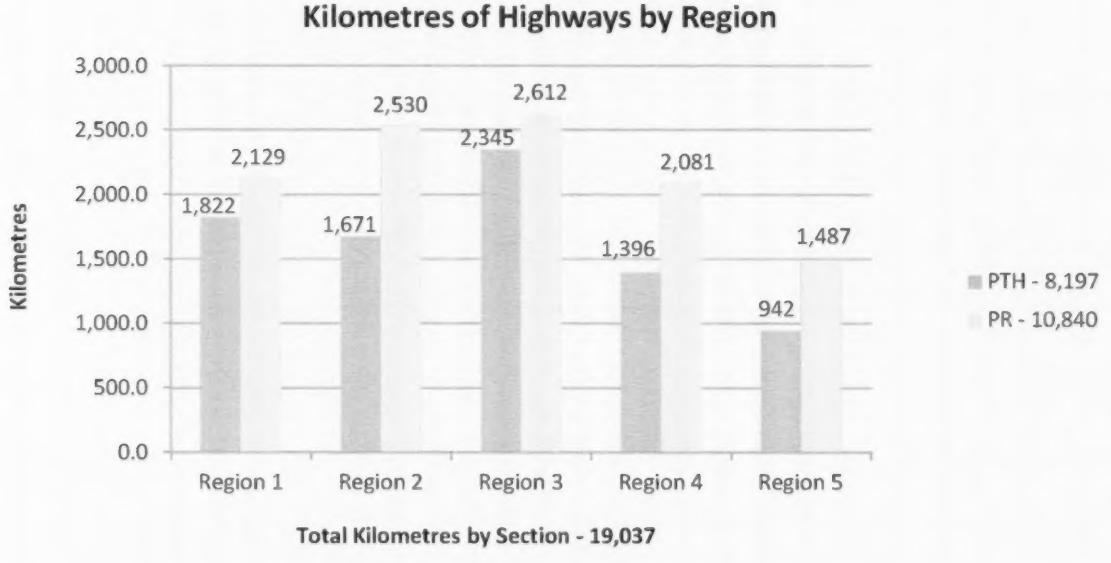
West Central Region Office (Region 4)

Capital/Preservation/Maintenance	
3,462	Km's of road maintained
54	Km's of roads constructed/reconstructed
38	Culverts/bridges replaced
41	Contracts/construction orders administered
5	Co-operative projects (RM's, Towns, etc)
Technical Service Engineering	
16	Detailed Designs completed
63	Utility approvals
74	Crossing applications processed
6	Subdivision applications processed
27	Environmental applications
10	Illegal signs removed
59	Crown Land sales applications processed
Human Resource Activities	
11	Full-time competitions/appointments/hires
28	Co-op students/grade 11/12 students/project specific hired
0	Extended FTE's approved
0	Supportive Employment successfully placed
35	Secondments/acting status/temporary re-class
Other Administration	
6289	Financial transactions
68	Ministerial letters/Briefings/Issue Updates
247	Safety Meetings
36	Health and Safety Yard Audits
1	Health and Safety Stop Work/Improvement Orders
47	Work Site Inspections
41	Staff Orientation
23	Pre-construction Meetings

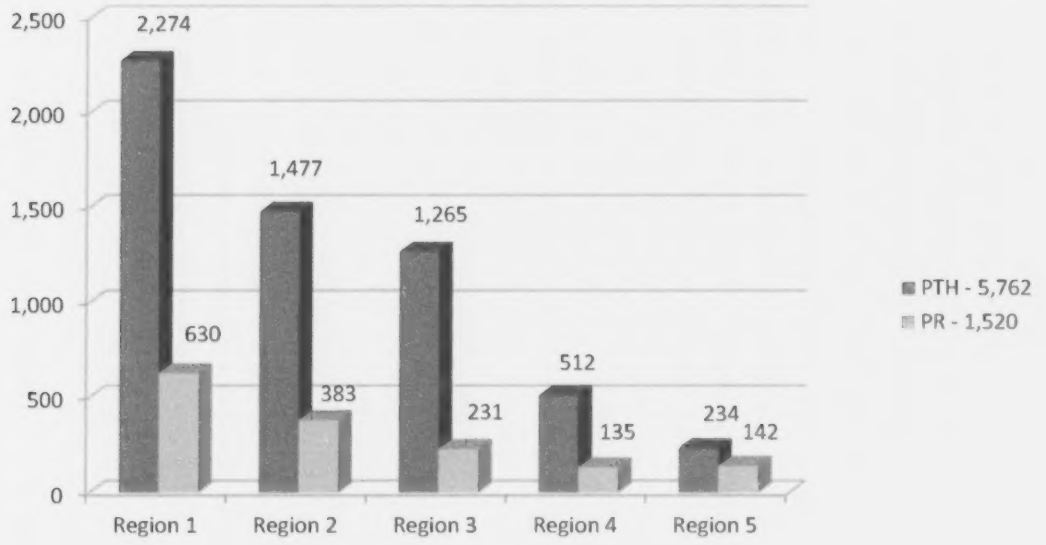
Northern Region Office (Region 5)

Capital/Preservation/Maintenance	
3,595	Km's of road maintained (including winter roads)
153	Km's of roads constructed/reconstructed
2	Bridges replaced
25	Culverts replaced
26	Contracts/construction orders administered (newly opened)
3	Co-operative project
0	Km of road sealcoated
0	Km of road microsurfaced
Technical Service Engineering	
3	Functional Designs completed
8	Detailed Designs completed
3	Engineering Service Provider contract managed
12	Utility approvals
11	Crossing applications processed
7	Traffic Board Applications
15	Engineering Service Provider contracts managed
3	Environmental applications
Human Resource Activities	
16/15	Full-time competitions/appointments/hires
28/7/4	Co-op students/grade 11/12 students/project specific hired
0	Supportive Employment successfully placed
1/14/10	Secondment/acting status/temporary reclass
2	Development plans completed
15	Development plans ongoing
Other Administration	
6852	Financial transactions
64	Ministerial letters/Briefings/Issue Updates
196	Safety Meetings
13	Health and Safety Yard Audits
0	Health and Safety Stop Work/Improvement Orders
23	Injury and near miss incidents reported

The following graphs show the existing kilometres of PTHs and PRs and vehicle-kilometres traveled in each region:



Vehicles - Kilometers of Highway - Travel by Region (000's)



Total Vehicle Kilometers - 7,283

2 (e-1) Eastern Region Office (Region 1)

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	2,762	42.00	2,846	(84)	
(b) Other Expenditures	913		732	181	
Total Sub-Appropriation	**3,675**	**42.00**	**3,578**	**97**	

2 (e-2) South Central Region Office (Region 2)

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	2,327	36.00	2,509	(182)	
(b) Other Expenditures	649		669	(20)	
Total Sub-Appropriation	**2,976**	**36.00**	**3,178**	**(202)**	

2 (e-3) South Western Region Office (Region 3)

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	2,789	38.00	2,764	25	
(b) Other Expenditures	874		662	212	
Total Sub-Appropriation	**3,663**	**38.00**	**3,426**	**237**	

2 (e-4) West Central Region Office (Region 4)

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	2,042	31.00	2,251	(209)	
(b) Other Expenditures	651		612	39	
Total Sub-Appropriation	**2,693**	**31.00**	**2,863**	**(170)**	

2 (e-5) Northern Region Office (Region 5)

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	1,895	30.00	2,346	(451)	
(b) Other Expenditures	693		755	(62)	
Total Sub-Appropriation	**2,588**	**30.00**	**3,101**	**(513)**	

2 (e-6) Recoverable from Other Appropriations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Less: Recoverable from Other Appropriations	(4,387)		(3,641)	(746)	1
Total Sub-Appropriation	**(4,387)**	**-**	**(3,641)**	**(746)**	

Explanation:

1. Higher than anticipated operating costs resulted in higher recoveries.

Other Jurisdictions

In 2012/2013, the Department spent $1.83 million in providing road construction and maintenance services to other government departments, cities, towns, villages, municipalities, local government districts, government agencies, crown corporations, the federal government and private citizens. This included specialized equipment services not readily available from the private sector. These services were provided on a 100% recoverable basis.

2 (f) Other Jurisdictions

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Gross Expenditures	1,832	3.00	2,792	(960)	1
(2) Less: Recoverable from Other Appropriations	(95)		(500)	405	1
Total Sub-Appropriation	**1,737**	**3.00**	**2,292**	**(555)**	

Explanation:

1. Less work for other Government departments and third parties.

Planning and Design

Objective/Mandate

The Highway Planning and Design Branch's objectives are to plan and protect the existing highway system, and to provide for its future needs by comprehensive and integrated consideration of the traffic demands, engineering factors, socio-economic factors and environmental issues.

Activity Identification

Manage the environmental approval process for the Engineering and Operations Division and provide policy direction and support in the area of construction-related environmental needs.

Manage the access and roadside development control program on the provincial highway system for the Department.

Establish policies, procedures and guidelines and provide policy direction for the placement of utilities on and adjacent to the provincial highway system.

Manage the Department's developer pay program for on-highway improvements required as a condition of access/development permits and subdivision approvals.

Review land development proposals adjacent to the provincial highway system and provide recommendations related to their compatibility with current and future highway system requirements.

Provide drafting and GIS mapping services and maintain a central plan file for highway engineering drawings and legal plans and records management.

Provide policy direction and support in the area of highway geometric design. Undertake quality assurance reviews of highway designs. Establish geometric design standards, prepares highway design and bridge width criteria for provincial highways. Undertake functional design studies for the Department as a means of facilitating long range highway planning.

Manage the environmental liabilities and remediation program related to property under the management and control of the Engineering and Operations Division.

2012/2013 Highlights

Provided roadway geometric design support and technical review for various highway upgrading and network expansion projects.

Remediation of the Beausejour Bridge Yard and removal and disposal of contaminated soil from the site.

Acquisition of Environment Act Licences for forty two (42) portable asphalt plant mixing sites and upgrading of PR 392.

Completing the Environmental Approval Process guideline and initiating development of an Environmental Management System.

Managed the PTH 100 & PR 330 Intersection Improvement functional design study.

Continued conversion of various land related records from microfilm archiving to a digital archiving system.

Continued updating the Highway Inventory and Linear Referencing Systems for inclusion in the department Data Warehouse.

Managed the Department's engineering services procurement process and provide support and advice throughout the Engineering and Operations Division in the procurement of engineering services.

Provided project management for several in-house and outsourced functional design studies for future highway upgrading projects.

2012/2013 Service Volumes

Applications and Projects	
215	Administered access/structure applications on Provincial Roads
416	Reviewed access/structure applications on Provincial Truck Highways
56	Represented the Department at Highway Traffic Board Hearings
3	Represented the Department at Public Utilities Board Hearing
13	Co-ordinated developer pay on-highway improvement projects
119	Managed environmental approval process for highway projects
64	Reviewed non-highway (*The Environment Act, The Oil and Gas Act* and *The Dangerous Good Handling and Transportation Act*) proposals
35	Conducted studies and remediation under the Environmental Liabilities Program
917	Undertook land development related reviews
46	Sites studied or remediated under the environmental liabilities remediation program
64	Reviewed engineering service provider assignment requests under the procurement of engineering services program

2 (g-1) Planning and Design

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,622	31.50	2,055	(433)	
(2) Other Expenditures	531		543	(12)	
Total Sub-Appropriation	**2,153**	**31.50**	**2,598**	**(445)**	

Property Services

Objective/Mandate

Provides specialized technical services in connection with securing right-of-way requirements for transportation and water control infrastructure, managing surface disposition of departmental road right-of-way and other real property under *The Highways and Transportation Act* and effective right-of-way management through highway declarations, abandonments, closings and identification of right-of-way available for disposition.

Activity Identification

Manage the development and implementation of operational policies, processes and guidelines for divisional staff in connection with securing right-of-way for transportation and water control infrastructure and managing certain uses of departmental roads consistent with related legislation.

Manage the coordinating and monitoring of activities involved in securing rights-of-way for transportation and water control facilities, including submission of the annual report to Treasury Board on expenditures under the Delegated Authority for Highway Right-of-way Acquisition.

Manage the surface disposition of departmental road right-of-way and other real property under Transportation's control, including maintenance of an internal database.

Manage the closing of undeveloped government road allowances in connection with Manitoba's Treaty Land Entitlement program, and provide comments on related policy documents created by Conservation and Aboriginal and Northern Affairs.

Provide expertise regarding the declaration, abandonment and closing of highways, ensure Regulations are amended to reflect changes in the provincial highway network and respond to public enquiries regarding jurisdiction over roads.

2012/2013 Highlights

Senior Property Coordinator position advertised and filled on an under fill basis.

Continued development of a formal Branch Procedure Manual. Procedure for acquiring land in a provincial park is being finalized.

Memorandums of Understanding and Letters of Justification, for both the St. Theresa Point and Wasagamack First Nations in consultation with Civil Legal and Justice Canada, for the required right-of-way for the roadway that will connect the two communities and a future airport were finalized. Cabinet approval was received to enter into this agreement with Wasagamack and the documents were signed and sent to Canada. It is anticipated that Cabinet approval for St. Theresa Point will follow early in the new year.

Provided advice and technical support in connection with:

- The regional review of acquiring borrow pits and temporary leases for stockpiles and detours;
- Matters relating to land compensation and emergency diking due to the flooding situation across the province;
- Disposal of the surplus portions of former CP Rail land acquired for the CentrePort Canada Way (CCW) project;
- Review of declaration of roads within provincial parks land designations
- Project Managers Intern Program
- Outstanding land agreements with Norway House, Hollow Water Skownan, Sapatawayak, Rolling River, Swan Lake First Nations, Cross Lake and Opaskwayak First Nations.

2012/2013 Service Volumes

1	Annual Report to Treasury Board under revised Delegated Authority for Right-of-way Acquisition Expenditures
1	Amended Regulations under *The Highways and Transportation Act* declaring departmental roads
3	Orders of the Minister closing departmental roads
4	Reviewed Recommendations-to-Council prepared by CLPA in connection with expropriations, re-vestments of closed roads and sales of surplus land
29	Processed dispositions of land under Transportation's control (i.e. lease, sale, encroachment, utility easement agreements prepared by CLPA/Civil Legal Services)
84	Processed Requests for Services originated by Regions (75) and Water Control (9)
3	Processed advance purchase requests
782	Researched and responded to inquiries regarding property-related issues under Transportation's control
3	Reviewed draft Agreements

2 (g-2) Property Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	181	4.00	298	(117)	
(2) Other Expenditures	43		44	(1)	
Total Sub-Appropriation	**224**	**4.00**	**342**	**(118)**	

2 (g-3) Recoverable from Other Appropriations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Less: Recoverable from Other Appropriations	(161)		(137)	(24)	
Total Sub-Appropriation	**(161)**	**-**	**(137)**	**(24)**	

Northern Airports and Marine Services

Objective/Mandate

The Northern Airports and Marine Services Branch provides for the safe and effective provincial airports and ferries in remote northern Manitoba communities to serve their transportation and emergency needs.

Activity Identification

Operations
Operate and maintain provincially owned airports and ferries to provide vital transportation of passengers, freight and medical services to isolated communities. Provide leadership or direction to obtain or ensure the continuance of the Province's operating certificates to support transportation services for passengers, freight and medical assistance as governed by the *Canadian Aviation Regulations and Canada Shipping Act*.

Infrastructure
Program planning and project delivery for the construction and rehabilitation of airports, ferries, buildings, and docking facilities to sustain stakeholder service level demands and meet Transport Canada Regulations and Standards. Provincial infrastructure supports services such as commercial traffic, medical assistance, forest protection, tourism, mining, and economic development. Negotiate federal cost-shared contribution agreements for investments into provincial infrastructure.

Regulations and Compliance
Protect Manitoba's investment in airport and marine infrastructure through the administration, implementation, and communication of compliance and regulatory programs that enhance safety and promote uniformity with provincial, federal and international standards. Implement aviation and marine regulations ensuring alignment with provincial strategies, policies and practices while promoting economic growth and development in Manitoba communities.

Administration
Promote and encourage a culture of learning to develop staff that will operate in a respectful and professional manner. Adhere to effective team principles and maintain current state technical competency to effectively deliver the Program's mandate. Foster an environment that encourages the recruitment, development and training of Aboriginal and non-Aboriginal employees to enhance the social well being of remote community citizens. Administer revenue generating and operational grant programs such as the Airport Space Lease Program, Landing Fees Program and the Manitoba Airports Assistance Program.

Safety and Risk Control
Establish, implement, coordinate and evaluate a Safety, Health and Risk Management Program for the Branch's multi-functional professional, technical, service, and field employees operating primarily in northern Manitoba. Conduct annual program audits and period inspections of airport and marine facilities, construction and maintenance projects and activities. Coordinate and/or deliver related training and testing services.

2012/2013 Highlights

Phases 2 and 3 of the Safety Management System for the Province's 22 certified airports have been approved by Transport Canada. Phase 2 and 3 required the development of a safety management plan which included a safety policy; non-punitive reporting policy; defined roles and responsibilities; employee involvement; communication strategies; safety planning, objectives and goals; and performance measurement standards. Development of the safety oversight components included reactive processes; investigation and analysis strategies, risk management; and proactive processes. Documentation and training was also undertaken relevant to all of the developed components. Phase 4 has been submitted to Transport Canada for review. This phase requires an audit policy, an audit process, defined methods and documentation, as well emergency preparedness response.

The Split Lake to York Landing dolphins (rock filled timber cribs) which provide secure anchorage points for the Motor Vessel (M.V.) Joe Keeper during loading/unloading of vehicles and for overnight storage, had deteriorated with age and had to be replaced. The Branch entered into a consulting contract with AECOM to provide the engineered solution best suited to local conditions which was a steel reinforced bin-wall crib, also rock filled, at each ferry landing. Western Specialty Construction, a Manitoba Company, was the successful bidding contractor who completed the $2.7 million project in time for the vessel to utilize the new infrastructure for the 2013 sailing season.

A $138,000 conceptual design consulting contract for the construction of permanent ferry landings including slipway and breakwater for the South Indian Lake Cable Ferry (CF) Johnny Paul was awarded to SNC-Lavalin. When completed, this project will reduce ferry landing maintenance requirements for the year round ferry service, and will provide a permanent slipway to allow more efficient and cost effective hull and machinery inspections over the life of the vessel. This project will also provide permanent protection for the ferry from ice flows to date provided by the out of service MV Charles Robert.

A $60,000 functional design consulting contract was awarded to Capilano Maritime Design Ltd. of North Vancouver, to provide a condition assessment and options to refurbish or replace the Norway House Cable Ferry Alfred Settee Sr. The Branch assessed the options provided and is proceeding with a $250,000 consulting contract with the same company for the construction of a new vessel estimated at $2.8 million, to be completed in 2013/2014.

Provided 18 students in remote communities with summer employment through the Northern Internship Program.

2012/2013 Service Volumes

Airport Improvements: In addition to the regular operation and maintenance of the airports, a number of capital upgrading projects were implemented. Detailed design work was completed for runway extensions at Thicket Portage and Pikwitonei Airports. Preliminary engineering has been completed for the rehabilitation of the Red Sucker Lake runway and installation of new navigational aids, and detailed design work is underway. In addition, a new terminal building at Red Sucker Lake was completed. Materials were delivered for construction of a new airport terminal building at Brochet. Materials were delivered to Tadoule Lake for the installation of new navigational aids while material was also ordered for the upgrading of various airport HVAC systems. Little Grand Rapids wildlife/security fencing was completed. Phase one of the new Norway House equipment shop was completed with the installation of the subgrade and new terminal drawings are underway. Construction of a new radio tower for Berens River was tendered and material is set to be delivered.

Manitoba Airports Assistance Program: Since 1972, the Department has been providing annual grants to assist municipal airport commissions in Manitoba in operating and maintaining safe airports for recreational flying, aerial seeding, crop spraying and for emergency backup in case of an accident. Eligible airports with paved runways receive $2,400 while airports with unpaved runways receive $1,200 to assist with airport operating costs. There are presently 38 municipal airports eligible for this grant, 19 of which receive $2,400, 17 receive $1,200 and two airports receive grants of $4,800 and $15,000 respectively. The total value of the current program is $85,800.

2 (h) Northern Airports and Marine Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,094	20.00	1,533	(439)	1
(2) Other Expenditures	553		645	(92)	
Total Sub-Appropriation	**1,647**	**20.00**	**2,178**	**(531)**	

Explanation:

1. Variance is due to staff vacancies.

Materials Engineering

Objective/Mandate

The Materials Engineering Branch provides specialized standards and design, research, testing and evaluation services toward the development and maintenance of sustainable and structurally competent highway embankments and pavements.

Activity Identification

Provide information to optimize the cost-effective supply of aggregate resources for the construction, preservation and maintenance programs and liaise with external agencies to protect the department's aggregate needs.

Co-ordinate development of the infrastructure resource allocation goals, standards and strategies, and leads in optimizing the pavement expenditure programs.

Provide specialized materials testing services to ensure compliance with specifications and develop standard testing procedures and guidelines to address departmental needs and project requirements.

Provide pavement structural designs for the construction and rehabilitation of pavements. Furnish structural assessments to determine spring restriction needs, administer the spring restriction program.

Analyze the impact of special hauling proposals.

Provide and manage geotechnical investigations and studies for embankment stability, groundwater and erosion assessment and protection.

Develop and manage field and lab pavement research projects.

Design and evaluate bituminous and concrete products for pavements and structures.

Provide field testing and field quality control equipment and services.

Manage the Product Standards List that evaluates and describes the construction and maintenance of materials approved for procurement.

Provide policy direction, technical training and support in the areas of geotechnical and pavement design, material specifications, aggregate management and material testing.

2012/2013 Highlights

Three laser profilers were used to implement the updated Bituminous Smoothness Specification introduced in 2009, and to conduct the automated surface conditions surveys.

The surface condition automated survey was completed in house, measuring all provincial roads.

Five (5) mobile labs conducted testing on various paving projects.

The Materials Analysis System (MAS) Database has been fully functional for Materials Engineering Branch for sample inventory and data entry, and has undergone continuous enhancement and increased user access, with expanded regional involvement anticipated for 2013/2014.

The Branch reviewed and updated the Strategic Plan for the next three to five years.

The Branch is evaluating soft and wet runway conditions at a number of airports for the Northern Airports and Marine Operations Branch and has provided remedial measures. These airports include Red Sucker Lake, Gods Lake Narrows, Gods River, Oxford House, Pikwitonei and Thicket Portage.

A truck mounted Falling Weight Deflectometer (FWD) has replaced the Benkelman Beam program. The FWD is being used for network and project level structural evaluation. The Branch established the preliminary FWD deflection values to correspond to the existing Benkelman Beam Rebound values for the different levels of spring load restrictions.

A new policy has been developed for the imposition and lifting of the spring road restrictions (SRR), which uses a simple (easy to use), rational (science based), and flexible (responsive to climate change) approach to determine the start and end dates of the SRR. The new policy resulted in a shorter SRR period in 2013 than the historical SRR durations.

The Mechanistic/Empirical Pavement Design Guide (MEPDG) software AASHTOWare Pavement ME Design, launched by The American Association of State Highway and Transportation Officials (AASHTO), is being evaluated. The Branch has taken the following steps:

- Manitoba's climate data has been incorporated into the new software.
- Traffic data has been modelled with help from the University of Manitoba (U of M) and updated internally in the new format as required by the AASHTOWare Pavement ME Design program.
- Advanced materials properties for design are being investigated with the assistance of the U of M.
- Developed a database of materials properties for exchanging information among Canadian agencies
- Preparing an AASHTOWare Pavement ME Design program implementation plan.

The Branch continued its development of a Geotechnical Hazard Risk Management plan and is actively consulting the Department on requirements.

The Branch currently monitors about 30 geohazard sites at varied frequencies; 12 of the sites are monitored with geotechnical instrumentation. Engineering designs to stabilize the slope and landslide failures at six of these sites are currently underway; most notably PTH 34 and PTH 83.

The Branch has committed to a review of the resources (i.e. standards, guidelines and manuals) used by the Regions to design small diameter (smaller than 2.0m) culverts. The review will be lead by a committee of the Technical Services Team (TST).

Materials Engineering Branch participated in the development of the Transportation Association of Canada's 2012 Pavement Asset Design and Management Guide (PADMG).

A research project to evaluate design parameter specifications for Granular A base material is in progress with the University of Manitoba.

The Branch finalized the redesign of new database – Aggregate Resource Management System (ARMS) and created a read-only version to be deployed to regional staff.

The Branch integrated photogrammetry (digital stereo viewing and measurement from aerial stereo pairs) into our exploration/inventory program.

2012/2013 Service Volumes

1,581	Responses to Aggregate information requests
1,138	Aggregate site visits/updates
13,048	Lab tests conducted in Central Lab (Winnipeg)
3,949	Lab tests conducted in Central Lab (Brandon)
797	Pavement Structural Designs issued
194	Pavement Impact Studies conducted
30	Major geotechnical projects under investigation/design/monitoring
18	Asphalt Mix Designs performed
5	Concrete Mix Designs performed

2 (i) Materials Engineering

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	2,747	43.40	3,326	(579)	1
(2) Other Expenditures	1,079		1,043	36	
(3) Less: Recoverable from Other Appropriations	(1,986)		(2,160)	174	
Total Sub-Appropriation	**1,840**	**43.40**	**2,209**	**(369)**	

Explanation:

1. Variance is due to staff vacancies.

Traffic Engineering

Objective/Mandate

The Traffic Engineering Branch enhances the safety and efficiency of vehicular traffic and active transportation users on the provincial highway network by providing specialized traffic operations, engineering support, standards and data.

Activity Identification

Manage and direct the installation, maintenance and operation of all traffic control devices including traffic signals, major signs, flashing lights and pedestrian corridors, and traffic barriers (guardrails).

Establish standards/policies for the installation and maintenance of all traffic control devices.

Manage and direct speed limit reviews and provides recommendations to the Highway Traffic Board respecting speed limits on provincial routes.

Provide expertise respecting traffic control within the Engineering and Operations Division, and to other departments and jurisdictions.

Manage and direct the illumination of provincial highways.

Manage and direct the traffic monitoring program including the production of an annual report on traffic flows on the provincial highway system.

Maintain a database traffic collision record on provincial highways to assist in the identification of problem areas and the development and evaluation of mitigation measures.

Manage railway crossing safety on the provincial road network.

2012/2013 Highlights

Five permanent and temporary traffic signal installations to facilitate new intersections and construction activities were successfully installed.

Successfully implemented 11 additional trailer mounted Traffic Control Devices used to enhance driver information in critical construction and emergency situations.

Completed installation of the first ITS (Intelligent Transportation System) sign system to improve control, safety and efficiency of traffic approaching customs facilities on PTH 75. The system uses overhead mounted variable message signs controlled from the traffic operations center in Winnipeg over the internet using NTCIIP compliant communications protocols.

Traffic data was collected at 78 counting stations, including 27 Permanent Count Stations (PCS), approximately 1,500 short-term counting locations, 6 Weigh-In-Motion (WIM) sites, 45 Automatic Vehicle Classification (AVC) sites and approximately 240 intersection locations.

The Branch reviewed speed zone change requests at various locations throughout the Province with appropriate reports submitted to the Highway Traffic Board for its consideration. The Branch has been monitoring the effects of the 110 km/h speed limits posted on PTH 1, west of Virden to the Saskatchewan border and on PTH 75, north of the US border to south of St. Jean Baptiste, since summer 2009.

The Branch maintains a database that includes the contributing factors, configuration and location of collisions on the provincial highway system. With records dating from 1991 to present year, this database can be used for map creation and report a generation of collisions statistics. The Branch also maintains a 5 year history of traffic accident reports.

The Branch is leading a project involving multiple cross discipline stakeholders to develop school traffic safety guidelines.

The Branch is leading the Department's dialogue with MADD Canada (Mothers Against Drunk Driving) toward the establishment of a memorandum of agreement describing the arrangements for the installation of memorial signs at the locations of alcohol-involved fatal traffic collisions.

The Branch continues to compile background information toward the eventual development of a Road Traffic Safety Plan for Manitoba, in keeping with similar efforts being undertaken across other transportation agencies throughout Canada.

The Traffic Signals Section played a key role in developing and supporting the Department's Career Symposium display. A working traffic signal system and variable message sign were instrumental in attracting attention and inviting students and guests to the Department's display.

Six cost-shared replacements of incandescent railway signals with LEDs were completed.

2 (j) Traffic Engineering

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,320	22.00	1,691	(371)	
(2) Other Expenditures	354		433	(79)	
(3) Less: Recoverable from Other Appropriations	(571)		(677)	106	
Total Sub-Appropriation	**1,103**	**22.00**	**1,447**	**(344)**	

Transportation Policy

Objective/Mandate

Transportation Policy achieves excellence in the planning, development and evaluation of transportation policies, programs, systems and legislation; and advises and supports government in the development of transportation policies, plans, programs and legislation through the following branches:

- Policy and Service Development;
- Systems Planning and Development; and
- Legislative and Regulatory Services.

Activity Identification

Brings a proactive, informed approach to addressing transportation issues and influencing development of effective Federal/Provincial policy relating to all transportation modes.

Provide guidance to the Department's capital program within a framework of integrated transportation modes for economic development and land use planning.

Develop innovative financing strategies for transportation infrastructure, provide long-term transportation plans and polices, and prioritize and optimize the Province's investments in transportation infrastructure.

Work towards the implementation of strategic initiatives that will enhance the safety, security, effectiveness, efficiency and sustainability of Manitoba's transportation network.

Supply the expertise necessary for a legislative and regulatory framework that supports the Department's vision of a transportation system that is safe, efficient and supports the sustainable social and economic growth of Manitoba.

Coordinate the provision of executive decision-making support to the Deputy Minister, Minister, CEDC, Treasury Board, Cabinet, and Premier.

Provide management guidance to the branches; establish divisional administrative policies and develops specifications, standards, and procedures that govern the delivery of professional policy and planning advice and services; manage and monitor a task assignment protocol to ensure effective and timely responses to requests; and oversee the divisional budget allocation and provides administrative support to branch managers and staff.

2012/2013 Highlights

Policy and Service Development
Worked to implement the Manitoba International Gateway Strategy (MIGS), designed to take advantage of Manitoba's unique transportation infrastructure, location, and service attributes to grow Manitoba as a sustainable, mid-continent gateway of choice for global supply chain based commerce. In particular, the Branch:

- Supported the on-going development of CentrePort Canada through various policy, research, analytical, planning, advocacy, marketing/communication and partnership activities, including advancing a process to enable Manitoba's commitment to provide strategically placed surplus crown land for CentrePort's use.
- Developed and built international and inter-jurisdictional partnerships including: MIT's leadership role with North America's Corridor Coalition (NASCO), Russian "Arctic Bridge" partners, and Nunavut. This included supporting senior political and executive role and presence at local, national and international conferences, events, meetings and trade missions in support of Manitoba objectives.
- Continued administering and managing a $68M Canada-Manitoba-OmniTRAX project to improve the Hudson Bay Rail line to Churchill ($60M) and facilities at the Port of Churchill ($8M).
- Continued the strategic management of Manitoba's interaction with the Churchill Gateway Development Corporation – a marketing institution for the Port of Churchill - effected through a $3M federal-provincial-OmniTRAX Canada Inc. contribution to the organization.

- Provided management, policy and coordination support to the Canada-Manitoba Task Force on the Future of Churchill. The Task Force undertook consultations to identify short and medium-term commercially viable business opportunities for the port and community of Churchill. Input and feedback was sought from an advisory committee of community, business and government leaders.
- Provided policy, strategy and coordination support for the division's involvement and interaction with the federal Network of Expertise on Transportation in Arctic Waters, for the purpose of achieving extensions of the shipping season for the Port of Churchill.

Advanced Manitoba's interests on international, federal and provincial transportation policy and program matters. Of note, the Branch:

- Actively participated in the federal rail freight service review, and achieved success through the eventual passage of federal legislation enhancing the service rights of rail shippers across Manitoba.
- Worked with producers, communities, shippers and various government departments to pro-actively deal with threats of rail line abandonment in rural Manitoba, and support shortline rail opportunities in the public interest. This included the successful implementation of a contribution agreement within a multi-party arrangement involving shippers served by a Canadian Pacific Railway branch line between Selkirk and Gimli that will ensure its long term operation.
- Administered the final year of a $250,000 grant program to support the uptake of after-market technology by the heavy trucking industry that is designed to reduce greenhouse gas emissions.
- Managed the final year of a pilot project for low-speed vehicles at the University of Winnipeg, designed to support the uptake of environmentally friendly vehicles.
- Led the ongoing planning and policy support requirements of the Working Group on Environmentally Friendly Vehicles, a partnership with the Association of Manitoba Municipalities.
- Assisted with business plan development processes for certain community-based airports, designed to provide these communities with a foundation for making reasoned long-term development decisions regarding their airports.

Supported and participated in processes and working groups related to the Council of Deputy Ministers Responsible for Transportation and Highway Safety. This included lead policy and coordination roles for the Policy and Planning Support Committee, an Assistant Deputy Minister-level support committee to the Council of Deputies.

Transportation Systems Planning and Development (TSPD)
Responsible for developing, planning and protecting the strategic transportation assets of the Province of Manitoba. The Branch responsibilities are multi-modal with a primary emphasis on the provincial highway system.

Major Studies and Initiatives
TSPD undertakes and manages transportation systems planning studies and initiatives that guide the development of provincial transportation policies, strategies, programs and projects:

Strategic Highway System (SHS)
The SHS is an investment in sustaining economic growth. Manitoba's economy is reliant on highway infrastructure for serving commodity trade flows; yet, challenging Manitoba is the ability to adequately fund highway rehabilitation and enhancement. The SHS Framework reflects the desire to strategically assess a transportation system that is aligned with emerging and future needs of Manitoban's related to wealth creation and quality of life while, simultaneously, recognizing fiscal realities.

The SHS initiative aims to:

- Re-align highway classifications with current economic and social needs;
- Focus investment on core strategic highways to support economic development;
- Reduce degradation of existing highway network by focusing on highest priority roads;
- Sustain highway service, integrity and value;
- Review jurisdictional responsibility of roads, thereby addressing municipal concerns regarding criteria for inclusion in provincial highway network; and
- Provide a tool to assess the potential for rationalization of provincial and municipal road networks.

Based on the mandate, goals and aim of the SHS, the SHS Task Force created the conceptual SHS Framework and has begun to use this framework to guide the development of Manitoba's highway network. The SHS Framework outlines the basic classifications and criteria required to establish the composition of the network and, as such, is composed of the following three classifications: 1) Trade and Major Tourism Routes; 2) Regional Highway Network; and 3) Winter Roads.

The SHS Framework recently received 'approval-in-principle' from the PPCC and, as a result, this approval not only provides MIT the tools required to address a number of associated issues and impacts stemming from the adoption of the SHS Framework (27 in total), it also requires an implementation/execution strategy; a strategy that the Departmental SHS Task Force is currently addressing.

Benefits of the SHS Framework and its correlating policies, standards and issues are many:

- Facilitate better planning and prioritization of transportation investments;
- Protect investment in highway infrastructure by coordinating land use planning and highway function;
- Support and encourage trade and tourism;
- Update design and operational standards to reflect current highway service levels;
- Allow MIT to better communicate the function of each highway classification;
- Clarify jurisdictional responsibilities;
- Establish policy and criteria to address inconsistencies related to allowable gross vehicle weights; and
- Better align highway classifications with both the social and economic needs of Manitobans.

In essence, the SHS Framework addresses the need for increased strategic highway investment to help drive economic growth.

Pembina-Emerson Port of Entry (P-E POE) Transportation Planning Study, Phase 1 and 2:
Delay and congestion at the P-E POE has the potential to erode Manitoba's competitive advantage within the global supply chain management system. As a result, MIT has undertaken several initiatives to address border crossing efficiency at the P-E POE crossing.

MIT developed and implemented a strategy that addresses both the short and long-term requirements of the P-E POE:

- *Short-term:* Southbound (SB) Improvements (2010 - 2015); a program of SB improvements intended to immediately address some of the most pressing issues related to delay and congestion at the P-E POE, upgrades that were consistent with long-term planning principles. SB improvements were completed in 2012 ($1.7M).
- *Long-term:* Transportation Planning Study (2015 – 2035); a study that was divided into two phases: Phase 1 - Conceptual Planning, which was completed in 2012 ($200K) and Phase 2 - Functional Design, to be undertaken in 2013.

By progressively addressing delay and congestion issues at the P-E POE, MIT supports Manitoba's competitive position in the global marketplace and contributes to the long-term success of CentrePort Canada. Developing a long range strategy for the P-E POE is driven by the growing significance of this strategic location on the Mid Continental Trade Corridor.

Northern Manitoba Remote Communities Transportation Network Study
MIT is undertaking a three-phase study to establish recommended routes (preferred alignments) for all-weather road (AWR) corridors into the following 10 northern Manitoba remote communities: Churchill, Shamattawa, York Landing, Ilford, Pikwitonei, Thicket Portage, Pukatawagan, Brochet, Lac Brochet, and Tadoule Lake.

Phase 1, completed March 2012, on time and within budget, provides an environmental scan for baseline information, as well as, potential AWR alignments. *Phase 2*, beginning in a staged approach with the Ilford to York Landing connection, will include initial public engagement, coupled with detailed definitions and evaluations of preferred AWR alignments. *Phase 3* will provide the business case for moving forward with AWR development.

This study aligns with Manitoba's Northern Development Strategy that focuses on expanding and promoting social and economic development in Manitoba's north; a strategy recognizing that transportation infrastructure is vital to enhancing the quality of life in northern communities, especially as it relates to delivering health and education services, providing access to necessary goods and supplies, and economic development. This study will result in the establishment of preferred corridors for AWRs into the 10 remote locations in northern Manitoba not under the East Side Road Authority's (ESRA) mandate.

East Side Road Authority (ESRA)
The Branch continues to act in an advisory role to the East Side Road Authority (ESRA), a non-profit community led governance body to address the issue of all-season access to communities on the east side of Lake Winnipeg.

Manitoba - Nunavut All-Weather Road
Manitoba and Nunavut are committed to moving forward with the development of transportation links between the two jurisdictions, as reflected in the MB-NU Memorandum of Understanding (MOU) and the Federal election commitment of the Nunavut MP to build "a road connecting the Kivalliq region with Manitoba".

To date, effort has been focused on an all-weather road (AWR) connection between Nunavut and Manitoba, however, given that an AWR is cost-prohibitive ($1.5B+), especially in the context of limited fiscal resources (and would take over 20 years to achieve), it is logical that development of a winter road be pursued.

The Branch has investigated three (3) alternative alignments for consideration as "main stem" winter road corridors: 1) a *Western 'Tadoule' Corridor*, 2) a *Central 'Thompson' Corridor*, and 3) an *Eastern 'Churchill' Corridor*. Nunavut and its communities in Kivalliq have indicated they strongly favour a road connecting Rankin Inlet to Churchill as a first phase of winter road development; a corridor selection also consistent with the recommendations of the Federal-Provincial Task Force on the Future of Churchill.

In light of the analysis, research, planning and communication, the 800 km Churchill Corridor (210 km within Manitoba; 590 km within Nunavut) connecting Churchill, Manitoba to Rankin Inlet, Nunavut is proposed as the initial project given the affordability, timing, federal support, historic links, and the need to recognize the focus on sustaining Churchill. As a Phase 2, the winter road corridor could eventually be extended to PR 280 near Thompson, which would offer the option of direct truck based service to Nunavut.

Red River Bridges
In response to concerns regarding increasing costs relating to replacing major structures across the Red River, the Branch has developed a proposed bridge evaluation and prioritization framework that could be used, system-wide, to compare, rate, and prioritize major river crossing projects for future investment programming. The report is currently in draft format.

S-E MB Strategic Transportation Analysis Study
MIT has approved funding to undertake a study required to determine the strategic impact resulting from the closing of the St. Jean Baptiste Bridge; a proposed study that will focus on transportation system needs on a regional level and will present options and recommendations for maintaining levels of service in a cost effective and sustainable manner.

Active Transportation (AT)
MIT is involved in active transportation (AT) on a number of fronts:

- AT Safety and Awareness Sub-Committee;
- AT Interdepartmental WG (AT IDWG);
- PTH 101 AT Overpass;
- Legislative Amendments to the Highway Traffic Act;
- MIT Departmental Working Group;
- Safety Committee on AT; and
- Manitoba AT Advisory Group.

The TSPD Branch is leading MIT's involvement in the Province's Active Transportation Initiative and, as such, provides ongoing expert advice on planning, design standards and economic benefit issues of active transportation through various working groups, committees, and initiatives.

Manitoba Capital Region Transportation Master Plan
MIT, Manitoba Local Government (MLG) and the Partnership of the Manitoba Capital Region (PMCR) entered into a financial agreement to retain the engineering service provider MMM Group to develop a multi-modal Transportation Master Plan (TMP) for the Manitoba Capital Region. TSPD sits on the Capital Region (CR) TMP Steering Committee and provides technical guidance, strategic vision, and multi-modal, multi-use planning advice, coupled with insight into the integration of land use and transportation planning.

Several current and emerging transportation issues in the CR have the potential to generate significant impacts to the function, safety and operation of the transportation system; the sustainability of the existing transportation infrastructure; and the opportunities for system enhancements. The CR TMP planning process analyzes transportation network users and projected demand based on regional development, population projections, future land-use and transportation trends, and then provides a 'road map' to guide how, when and where its transportation system is developed over the next 5, 10, and 20 years. The prioritize network improvements, staged over short-med-long term, aims to guide transportation decision-making in the Manitoba Capital Region.

Federal-Provincial Cost Sharing Programs
Pembina-Emerson Port of Entry (P-E POE) Transportation Study, Phases 1 and 2
MIT and North Dakota Department of Transportation (NDDOT) carried-out a study to assess transportation facility improvements that can be undertaken to the P-E POE over the next 20 years to reduce delay and congestion at this critical mid-continent economic gateway. Phase 1 – Conceptual Design – was completed in 2012 and cost shared with NDDOT and Transport Canada (TC); Phase 2 – Functional Design - is underway and also cost-shared with TC.

Pembina-Emerson Port of Entry (P-E POE) PTH 29 South Bound Improvements
Through pre-study stakeholder consultations for the P-E POE Transportation Study, the Branch has taken the lead in developing a proposal to address the most pressing issues of delay and congestion for southbound movements entering the United States on PTH 75. Total estimated costs for the entire suite of southbound improvements are in the range of $2 M. Phase I of the southbound improvements was completed on March 31, 2011 with 50-50 federal cost sharing on the installation of a $500k VMS. Phase II, which includes $1.2M in pavement and intersection improvements, was completed during the 2012 construction season and was entirely funded by MIT.

Gateways and Border Crossings Fund (GBCF) Applications
TSPD prepares several of applications for federal cost-sharing programs and initiatives each year, this past year being no different with two main GBCF applications being prepared: 1) PTH 75 – Aubigny to Ste. Agathe: Reconstruction of Northbound Lanes and 2) Reconstruction of the Trans-Canada Highway (PTH 1) thru Headingley (Husky/Coverall – John Blumberg Complex) to a 4-lane divided facility.

Core National Highway System (NHS) investments aim at improving the movement of goods and people by reducing travel time, enhancing safety, reducing congestion and providing immediate improvements to provincial transportation and distribution assets/services that support international and inter-provincial trade.

Federal-Provincial Task Forces under the auspices of the 'Council of Ministers Responsible for Transportation and Highway Safety'
The Branch represents Manitoba on two interprovincial task forces that operate under the auspices of the Council of Ministers Responsible for Transportation and Highway Safety.

National Highway System (NHS)
The Branch represents the interests of the province on the National Highway System (NHS) Task Force comprised of provincial and federal agencies mandated to define terms and routes for inclusion in the NHS based on mutually accepted criteria.

Urban Transit Task Force (UTTF)
The Branch continues to represent Manitoba on the UTTF, originally established in September 2003 by the Council of Deputy Ministers Responsible for Transportation and Highway Safety, to address urban transportation issues of common interest.

Land Use, System Preservation and Corridor Management
The Branch provides expert advice to the Department of Local Government, Municipalities and Planning Districts regarding impacts the proposed land uses may have on the integrity of the Manitoba's highway network, future enhancement and functional operation.

Development Plans and Zoning By-Laws
The Branch reviews municipal development plans, zoning by-laws, annexation requests, and Provincial Park/wildlife management area/ecological reserve establishment and boundary alteration requests, to ensure that the safety and efficiency of the provincial transportation system is maintained and that future system enhancement opportunities are not jeopardized.

Provincial Road Transfer Requests
To ensure the safety, efficiency and integrity of the provincial transportation system is maintained and future area system enhancement opportunities are not jeopardized, the branch reviews and analyses municipal government requests for existing provincial access roads to be transferred back to local municipal jurisdiction.

Database Management
Ongoing development and updating of comprehensive branch databases to support project analysis, economic development and responses to information requests from federal government, Provincial/territorial governments, Manitoba Ministries/Agencies, industry, academia, business organizations and the general public, is consistently maintained.

Economic Analysis, Research and Development
TSPD continues to conduct benefit-cost analysis of supply chain and transportation projects, policy initiatives and government directives pertaining to the socio-economic development of the province. Included in this work is adoption and development of innovative tools and improvement of contemporary methodologies to enhance information for management decision making. MIT TSPD is recognized as a national leader in this field.

In addition to the many major studies, projects and initiatives, TSPD participates/presents at relevant/strategic conferences and sits-on on various committees, task forces, and working groups, both, internal and external, all in an effort to form 'best option scenarios' for Manitoba. As well, TSPD undertakes its Department/Division Management and Administrative Activities seriously by providing strategic, insightful, and concise Briefing Notes, Ministerial Letters, TB and PPCC Submissions, Discussion Papers, Terms of Reference, etc. Furthermore, TSPD reviews, analyzes and advises various projects, studies, papers, strategies, as well as, developing frameworks for strategic plans and polices. TSPD will continue to provide creative ideas and advice to colleagues, Executive Management and above, as well as, develop proactive and sustainable transportation system solutions that promote socio-economic prosperity and well-being for Manitobans!

Legislative and Regulatory Services (LRS)
Leads the review and development of innovative and effective legislation and regulations under the authority of MIT Ministry with a focus on transportation safety, economic development, social well being and good governance. Undertakes research, planning and policy analysis; explores emerging local, national and international issues and trends in safety, technology and infrastructure design. Provides advice and guidance regarding MIT's statutes and regulations for executive, ministerial and public consideration. Engages stakeholders in information gathering to facilitate transparent and accountable governance. Represents MIT on inter-departmental, inter-provincial and inter-national committees and councils. Serves as liaison to Manitoba Public Insurance (MPI) regarding the delivery of driver and vehicle licensing (DVL) programs on behalf of the Manitoba Government.

Key Initiatives

LRS completed regulatory and legislative amendments intended to improve traffic safety for Manitobans. Four bills were passed in 2012 with two of the bills coming-into-force in 2013 including:

Booster Seats

The Highway Traffic Amendment Act (Use of Child Safety Seats) – LRS collaborated with Healthy Living, Seniors and Consumer Affairs (HLSCA) on legislative amendments that require children to be properly seated and restrained in a child restraining device while in a vehicle. LRS undertook research and consultations to develop regulations that support this legislation which will come into force August, 2013.

Bicycle Helmets

The Highway Traffic Amendment and Summary Convictions Amendment Act (Bicycle Helmets) – In collaboration with HLSCA, LRS completed legislative amendments which requires cyclists under the age of 18 to wear a properly fitted and fastened protective helmet designed for bicycle use when they are operating a bicycle, riding as a passenger on a bicycle or riding in/on anything that is towed or attached to a bicycle. LRS completed regulatory amendments to permit this legislation to be proclaimed May, 2013.

Cycleways

The Highway Traffic Amendment Act (Powers of Traffic Authorities over Cycling Traffic) – LRS worked jointly with Local Government (LG) on this legislative amendment to provide traffic authorities, such as municipalities, with the authority to establish cycleways or bike lanes via by-law. LRS is developing regulations in consultation with stakeholders outlining specific requirements including permitting the operation of bicycles on highway shoulders and upon on-highway cycleways where they are not immediately adjacent to the curb.

Limits In School Zones

The Highway Traffic Amendment Act (Speed Limits in School Zones) – LRS finalized legislative amendments to authorize traffic authorities, including municipalities, to reduce speeds in school zones by by-law. The Manitoba Legislature passed this bill in June 2012 which will come into force upon completion of the regulation. As part of the regulatory development process, LRS consulted internal and external stakeholders and subsequently developed options and recommendations for cabinet consideration on the signage, speed limit and hours/days it will be in effect.

Also in support of economic development, social well being and safety, LRS completed several legislative amendments for future consideration in the legislature:

Temporary Increase in Weights on Highways

Bill 6 will allow for a more flexible process for varying short-term vehicle weights and road classifications. This provides a mechanism to the Department to allow a timely response to highway improvements and winter road conditions for efficient traffic management and ensure that Manitobans are able to derive economic benefits from increased permissible weights on highways more quickly.

Charter Bus Deregulation

In collaboration with Motor Carrier Division, amendments were completed that would allow more flexible rules regarding the provision of charter bus services across Manitoba. This would provide enhanced opportunities for increased service to rural Manitoba and allow carriers to expand their existing scheduled bus services. This serves to enhance the economic development and the social well being of Manitobans.

Enhanced Heavy Truck Safety

Amendments were completed in collaboration with Motor Carrier Division and Manitoba Public Insurance to apply the safety fitness certificate, trip inspection and hours of service provisions to all commercial carriers. This is the next phase in a national initiative on heavy truck safety and brings vehicles previously exempt from the safety regime (due to operating within a municipality) under the national safety rules. This provides for a level playing field for commercial carriers.

Regulatory development was also undertaken to enable legislation previously passed by government. Several recent examples include:

Appeal Process for Physically Disabled Persons Parking Permit
Amendments to the HTA were passed to establish authority for the Medical Review Committee to hear appeals from a person who has been denied a permit due to ineligibility under the Physically Disabled Persons Parking Permit Regulation. A regulation was required that stipulated how the appeals would be handled.

Vehicle Equipment Standards Regulation
LRS undertook to develop the regulation that would address the standards for vehicle equipment that are currently in the HTA. There are more than 500 such standards in the legislation some of which are no longer relevant due to rapidly evolving technology and the time consuming process of changing legislation. This initiative was launched in the spring of 2011 and is now in the second phase of developing proposed provisions for safe vehicle equipment.

In addition, continued research and analysis of issues and initiatives is ongoing and include active transportation, low speed vehicle alternatives, off road vehicle safety, snowmobile trails on highway rights of way, protection of vulnerable road users (pedestrians, cyclists, motorcyclists), vehicle weighs and dimensions, seat belts/helmets, and driver/vehicle licencing.

Furthermore, LRS:

- provided policy development and research support for government priorities such as climate change initiatives, distracted driving, driver fatigue, disabled parking program, photo enforcement, vehicle equipment standards, impaired driving (drugs/alcohol), ignition interlock program, Road Safety Strategy 2015 and limiting importation of older vehicles. Reviewed annual accident and casualty reports, conducted statistical analysis and trends analysis of driver behaviour such as seat belt usage, speeding, impaired driving, and other leading causes of crashes and related behaviour modification strategies that enhance road safety across Manitoba, taking national and international best practices into consideration.
- maintained ongoing collaborative relations and consultations with the City of Winnipeg, Manitoba Justice, Manitoba Public Insurance, Transport Canada, Manitoba Association of Chiefs of Police, Winnipeg Police Services, RCMP and other jurisdictions.
- provided ongoing monitoring and oversight of the Enhanced Drivers Licence (EDL) and Enhanced Identification Card (EIC) Programs, which are designed to provide alternative travel documents to enter the United States by land and water.
- performed overseeing functions: Under the terms of the Canada/Manitoba Memorandum of Understanding (MOU), MIT is responsible for overseeing MPI's administration of the Program and their marketing material for public distribution; and, collaborating with MPI, the Canada Border Service Agency and Citizenship and Immigration Canada in conducting the Post Implementation Review of the EDL/EIC program.

2 (k) Transportation Policy

Expenditures by Sub-Appropriation	Actual 2011/12 $(000)	Estimate 2011/12 FTE	Estimate 2011/12 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	2,608	31.00	2,780	(172)	
(2) Other Expenditures	1,726		1,649	77	
(3) Churchill Gateway Development Initiative	320		200	120	
(4) Less: Recoverable from Other Appropriations	(55)		(55)		
Total Sub-Appropriation	**4,599**	**31.00**	**4,574**	**25**	

Manitoba Public Insurance Agreement

On April 19, 2004, under the authority of subsection 323(4) of *The Highway Traffic Act* of Manitoba (C.C.S.M. c. H60), the Registrar of Motor Vehicles, with the written approval of the Minister of Infrastructure and Transportation, delegated specific authority, powers and duties to the President and Chief Executive Officer of Manitoba Public Insurance (MPI).

Non Union staff transferred to MPI once the announcement of the transfer was made during the April 19, 2004 Budget address.

The Employee Transition Agreement was signed June 29, 2004 between the Manitoba Government Employees Union (MGEU), the Province and MPI.

All staff transferred October 1, 2004.

A master agreement has been signed between the Minister and the Corporation.

Legislation formalizing the Registrar's delegation of authority to Manitoba Public Insurance was brought into force on March 1, 2006 under *The Drivers and Vehicles Act*. This statute conveys to MPI the necessary powers and duties to administer driver licensing and vehicle registration programs and related functions.

2 (l) Manitoba Public Insurance Agreement

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
MPI Agreement	27,900		27,900	0	

Motor Transport and Highway Traffic Boards

Objective/Mandate

The Highway Traffic Board ensures the safety of the traveling public and protection of highway infrastructure through the administration of *The Highways Protection Act* and portions of *The Highway Traffic Act*.

The Motor Transport Board ensures all Manitobans are provided with adequate transportation services at a reasonable cost through the administration of a regulatory system under *The Highway Traffic Act* governing motor carriers and public service vehicle (PSV) operators.

Activity Identification

Highway Traffic Board establishes and removes control lines adjacent to limited access highways and designates limited access highways.

Issues permits for access onto limited access highways and development/structures adjacent to these highways.

Establishes speed limits throughout the Province, including the City of Winnipeg.

Approves traffic control devices and their design, municipal weight by-laws, bridge closure and restrictions, highway classification and by-laws for parking in alleyways.

Conducts public hearings on current issues; makes orders and regulations, and provides policy input to the Minister.

Motor Transport Board issues operating authorities for intra and extra-provincial bus, inter-municipal liveries and short line railway industries involved in public service operations.

Monitors and/or establishes transportation rates and charges for PSV scheduled bus carriers, PSV charter bus carriers, and inter-municipal livery operators.

Determines sanctions on motor carriers and PSV operators for breaches of regulations.

Conducts public hearings on current issues; makes orders and regulations, and provides policy input to the Minister.

Effective July 1, 2012 scheduled bus service was deregulated, with the Motor Transport Board still having the roll of overseeing the industry with operating authorities being administered through office staff, no longer requiring Board approval.

2012/2013 Service Volumes

Highway Traffic Board Activities	
58	Public Hearings Held (Winnipeg and rural areas)
419	Structure and Access Applications administered
65	Speed limits/traffic control devices/by-laws
23	On-site inspections
9	Regulation sections written
1	Public Utility Board Appeals
Motor Transport Board Activities	
39	General/Public Meetings
23	Operating Authorities issued/amended
12	School bus requests
176	PSV operating authorities renewed
155	Limited CT Permits issued
213	Breakdown/Demo permits issued

2 (m-1) Motor Transport and Highway Traffic Boards

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	267	3.00	316	(49)	
(b) Other Expenditures	200		148	52	
Total Sub-Appropriation	**467**	**3.00**	**464**	**3**	

Licence Suspension Appeal Board and Medical Review Committee

Objective/Mandate

The Licence Suspension Appeal Board (LSAB) provides an appeal process in cases where a person's driver's licence or permit has been suspended or cancelled by the Court or by the Registrar of Motor Vehicles. In making their decisions, the Board must ensure that in all cases a remission of the suspension would not be contrary to the public interest and that exceptional hardship will result if the suspension remains in effect.

The Medical Review Committee provides an appeal process in cases where a person's driver's licence has been suspended, cancelled or refused on medical grounds. In making their decisions, the Committee must ensure that in all cases the safety of the general public is considered above the exceptional hardship that will result if the suspension, cancellation or refusal to issue a licence remains in effect.

Activity Identification

The Licence Suspension Appeal Board (LSAB) and The Medical Review Committee (MRC) conduct hearings and provide decisions regarding licence suspension appeals.

The Licence Suspension Appeal Board reviews applications for relief of exceptional hardship during suspension of driving privileges. The primary function of the LSAB is to hear appeals of individuals who have had their driver's licences suspended by the Courts or the Registrar of Motor Vehicles. The Highway Traffic Act further provides for the board to hear appeals for suspensions, cancellations, or denials of Driving School Permits, Driving School Instructor's Permits, Automobile Dealer's Permits, Salesperson's Permits, Safety Inspection Station Permits and Mechanic's Permits.

The Medical Review Committee determines whether the standards, as set out by The Canadian Medical Association, The National Safety Code, and Manitoba Regulation 412/7, are applied in a fair and equitable manner and whether an exception to the rule may be made. The Committee may confirm, quash or vary the decision of the Registrar of Motor Vehicles.

2012/2013 Service Volumes

Licence Suspension Appeal Board Breakdown by Age, Type of Suspension and Decision
April 1, 2012 – March 31, 2013

Age	Alcohol	Auto Theft & Vandalism	264 Other & 167 HTA	273 HTA	Reciprocal & Court	Totals
16 & 17						
Granted	0	0	0	5	0	5
Denied	0	1	0	6	0	7
Full Remission	0	0	0	0	0	0
18 – 20						
Granted	1	2	1	78	0	82
Denied	1	0	1	69	0	71
Full Remission	0	0	0	0	0	0
21 – 24						
Granted	6	2	6	86	0	100
Denied	4	0	1	55	0	60
Full Remission	0	0	0	0	0	0
25 – 29						
Granted	20	3	16	78	0	117
Denied	5	1	8	40	0	54
Full Remission	0	0	0	0	0	0
30 – 34						
Granted	11	1	12	59	0	83
Denied	4	0	3	27	0	34
Full Remission	0	0	0	0	0	0

Age	Alcohol	Auto Theft & Vandalism	264 Other & 167 HTA	273 HTA	Reciprocal & Court	Totals
35 – 39						
Granted	14	0	5	62	0	81
Denied	4	0	2	22	0	28
Full Remission	0	0	0	0	0	0
40 –44						
Granted	9	0	3	43	0	55
Denied	7	0	0	13	0	20
Full Remission	0	0	0	0	0	0
45 – 49						
Granted	14	0	2	33	0	49
Denied	4	0	3	14	0	21
Full Remission	0	0	0	0	0	0
50 – 54						
Granted	17	0	2	31	0	50
Denied	6	0	3	5	1	15
Full Remission	0	0	0	0	0	0
55 – 59						
Granted	7	1	1	26	0	35
Denied	6	0	0	6	0	12
Full Remission	0	0	0	0	0	0
60 – 64						
Granted	7	0	0	10	0	17
Denied	4	0	0	4	0	8
Full Remission	0	0	0	0	0	0
65 – 69						
Granted	6	0	0	6	0	12
Denied	1	0	0	2	0	3
Full Remission	0	0	0	0	0	0
70 – 74						
Granted	1	0	0	1	0	2
Denied	0	0	0	0	0	0
Full Remission	0	0	0	0	0	0
75 - 95						
Granted	0	0	0	3	0	3
Denied	0	0	0	0	0	0
Full Remission	0	0	0	0	0	0
Completed Appeals	**159**	**11**	**69**	**784**	**1**	**1,024**
VARIOUS PERMITS – 6 appeal applications received						
Inspection Station Permit – 1 Denied						1
Dealer's Permit – 2 Denied, 1 Pending						3
Mechanic's Permit – 1 Granted, 1 Cancelled						2
Completed Appeals						**6**
Appeals Cancelled						37
Appeals Pending						80
Suspensions Expired						163
Sub Total						**280**
TOTAL APPEAL APPLICATIONS RECEIVED						**1,310**
HEARINGS HELD - **197**						
Winnipeg 163						
Brandon 30						
Thompson/The Pas 4						

Medical Review Committee Summary
April 1, 2012 – March 31, 2013

CATEGORIES	DISPOSITIONS		TOTALS
Cardiology	9 Granted	6 Denied	15
Neurology	9 Granted	12 Denied	21
Alcohol Related	0 Granted	0 Denied	0
Vision	1Granted	1 Denied	2
TOTAL APPEALS COMPLETED			**38**
Appeals Cancelled			8
Appeals Pending			1
TOTAL APPLICATIONS RECEIVED			**47**
HEARINGS HELD - 9 Cardiology - 4 Neurology and Alcohol Related - 3 Vision - 2			

2 (m-2) Licence Suspension Appeal Board and Medical Review Committee

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	329	4.00	352	(23)	
(b) Other Expenditures	76		65	11	
Total Sub-Appropriation	**405**	**4.00**	**417**	**(12)**	

Government Services Programs

Mandate:

- Provide safe, quality and sustainable working environments for the delivery of public programs through acquisition, planning, project management, design and engineering, parking and security services.
- Provide coordination and monitoring of accommodation projects through utilization of internal and external professional and technical services for planning, design, leasing and construction management.
- Provide a technically and logistically integrated infrastructure improvement plan in support of a safe, quality and sustainable portfolio.
- Provide operation and maintenance services for government departments and agencies occupying space in owned or leased buildings where the Division is the service provider.
- Provide for the acquisition, renewal and monitoring of leased facilities within the Accommodation Services Division portfolio and provide commercial and real estate expertise with respect to accommodation related issues.
- Provide accounting, contracting, and administrative support services for the Division and provide for the delivery of contracted janitorial and food services at selected locations in most government buildings.
- Provide security services for government departments and agencies occupying space in owned or leased buildings where the Division is the service provider.
- Provide overall government accommodation strategy through short and long range planning.
- Administer contracts for construction related to the provision of government accommodation including contracted janitorial and food services where required.
- Provide for charging the cost of owned and leased space to the tenant that occupies the space.
- Provide corporate procurement of goods and services to all government departments and agencies.
- Provide specialty air transportation services including Lifeflight Air Ambulance, aerial surveillance and forest fire suppression, air transportation of personnel and cargo and co-ordination and certification of government charter flying in private sector aircraft.
- Provide materials management services including common supplies, home care equipment and related maintenance, and redistribution or disposal of surplus assets, in addition to mail.
- Provide comprehensive land management services, including administration of Crown land dispositions, appraisal, acquisition, expropriation and disposal of surplus property.
- Provide complete vehicle management and maintenance services including mobile and radio services.

Project Services

Objective/Mandate

Provides project management of both Capital and Client-funded accommodation projects by utilizing internal and external professional and technical expertise; architectural and engineering consultative services; managed environment infrastructure support; and, delivery and development of the Green Building Policy for government of Manitoba funded projects.

Activity Identification

Client Services involves overall project planning coordination related to government accommodation projects which include optimum space utilization and compliance with changing programs, policies and new initiatives, within the context of accommodation strategic planning.

Project Management coordinates all aspects of Capital and Client projects assigned to the branch to ensure timely completion. This includes coordination of design services and estimating services, which provides total project cost estimates (cost and duration), for proposed or actual new construction and renovation proposals, and complete project coordination.

Technical Consultations provide technical expertise to all branches within the Division and to other Provincial departments on projects; provide guidance on the development of project scopes of work.

Architectural/Engineering Services involves the ongoing development of new policies and design standards for the Province of Manitoba's building portfolio and providing design/construction documentation for selected projects.

Monitoring of Consultants involves the monitoring and approval of all outside consultant drawings and specifications to ensure compliance with related legislated policies, building codes, and established standards, participating in site inspections and the commissioning phase of a project.

Managed Environment Infrastructure Support provides long range planning, estimating, coordination of design and construction of electrical, structured cabling, and mechanical infrastructure within the Managed Environment.

Green Building Coordination Team (GBCT) administers the Green Building Policy and monitors impacts and outcomes. GBCT is responsible for drafting expansions of the policy, coordinating activities and consultations for effective implementation by departments, crown corporations, government agencies and funded entities.

2012/2013 Highlights

The Project Services Branch utilizes internal and external resources to maximize delivery of the Divisions annual Capital Plan. The Branch provided services to all departments of government as well as a number of boards, agencies and commissions.

Within the Capital Plan, approximately:

- 15% was allocated to life cycle upgrade projects;
- 60% was allocated to accommodate specific client program needs such as relocations, expansions, new program requirements and security upgrades;
- 9% was spent to address workplace health and safety issues; and
- The remaining funds were predominantly targeted toward enhancing universal accessibility and sustainable development initiatives.

Some noteworthy projects undertaken in 2012/2013 included:

- Emergency generator upgrade for the Woodsworth Building and Winnipeg Remand Centre
- Consolidation of Manitoba Housing in to new lease at 352 Donald Street
- Business Gateway in the Brandon Provincial Office Building

- Headingley Correctional Centre Lift Station
- Manitoba Legislative Building Skylight Restoration
- Relocation of the Maintenance Enforcement Program to 352 Donald Street
- Continuing architectural upgrades at the Manitoba Youth Centre

The Branch continues to implement the approved government accommodation standards. In 2012/2013 three major projects were completed using these standards in new leases and several small to medium sized installations were completed as part of renovation projects within existing space. The government accommodation standards are designed to address the changing pattern of work and workplaces to improve employee communication, collaboration and interaction via flexible, non-territorial work arrangements.

As the Province continues to invest in life-cycle improvements to its current asset base and embarks on new construction to deliver Government programs of the future, the integrated planning and project management processes that Project Services uses will be critical to its success.

The Green Building Coordination Team's (GBCT) mandate is to continue development of administrative and organizational structures to support the delivery of government's Green Building Policy. GBCT's attention is focused on the continued refinement of program administrative and organizational structures, development of best practices and standards for future government funded capital projects and continued development of technical and administrative support to departments delivering funded capital projects.

2012/2013 Service Volumes

Of the $128.3 million allotted in the 2012/2013 Capital Plan (Part B), Project Services completed or substantially completed 183 projects of various sizes and scope with total expenditures of $33.3 million. The Branch also delivered 322 Client Funded projects with total expenditures of $3.4 million. Minor Project expenditures (Part A) in 2012/2013 totalled $1.9 million, primarily related to recurring funds to address smaller scaled maintenance or life cycle replacement projects within government owned facilities.

3 (a) Project Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	3,631	42.00	4,198	(567)	1
(2) Other Expenditures	5,616		7,793	(2,177)	1
(3) Less: Recoverable from Other Appropriations	(3,243)		(5,256)	2,013	1
(4) Less: Recoverable from Part B - Capital	(3,710)		(4,873)	1,163	1
Total Sub-Appropriation	**2,294**	**42.00**	**1,862**	**432**	

Explanation:

1. *Lower expenditures and lower recoveries due to staff vacancies and reduced construction in the capital program.*

Major Projects

Objective/Mandate

The Major Projects Branch provides project management and project oversight including coordination and monitoring of major capital projects through utilization of internal and external professional and technical services for planning, design and construction management.

Activity Identification

Project Management: Coordinates all aspects of Major Capital Projects assigned to the branch to ensure timely and on budget completion.

Technical Consultations: Provides technical expertise to all branches within the Division in relation to major capital projects.

Monitoring of Consultants: Involves the monitoring and approval of all outside consultant drawings and specifications to ensure compliance with related legislated policies, building codes, and established standards, participating in site inspections and the commissioning phase of a project.

2012/2013 Highlights

Notable Major Projects activities included:

- Initial planning work on the development of a new $60 Million Skilled Trades and Technology Centre at Red River College.
- Substantial completion of the renovation of the University College of the North in The Pas. The project included the development of a resource library for teaching and research and a student daycare centre.
- Partial construction of a new 84,400 sq ft University College of the North teaching facility in Thompson. Once completed, the new Thompson Campus will be a major delivery centre for nursing, business management, business administration and human resource programs. The facility is scheduled for occupancy in 2014.
- Site services upgrades at Assiniboine Community College's North Hill campus in Brandon, including a study of possible re-use of the Parklands Building.
- Project support for the new Blue Bomber Stadium at the University of Manitoba and oversight for the new International Polar Bear Conservation Centre Research Building, Polar Plunge Exhibit and Arctic Exhibit Building at the Winnipeg Zoo.
- Co-chair of the Interdepartmental Working Group on Capital Planning for central government.
- Provision of strategic advice to Treasury Board Secretariat and Priorities and Planning Secretariat on proposed major capital projects.

3 (b) Major Projects

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	732	11.00	1,146	(414)	1
(2) Other Expenditures	176		307	(131)	1
(3) Less: Recoverable from Other Appropriations	(905)		(1,453)	548	1
Total Sub-Appropriation	**3**	**11.00**		**3**	

Explanation:

1. Lower salary and operating costs, and under recoveries due to staff vacancies.

Operations

Objective/Mandate

The Operations Branch operates and maintains safe, quality and sustainable work environments for the delivery of public programs.

Activity Identification

Operations Branch operates and maintains over 400 government owned facilities from Emerson to Churchill, Manitoba, including Provincial Correctional Facilities, Community Colleges, Mental Health Centres, Nursing Stations, Office Buildings, Tourist Centers, and the Manitoba Legislature.

The Government owned building portfolio also ranges in age from recently open to over 100 years old, and the diversity of properties and facilities reflects the diversity of Government programs served. As a result, the Branch works with client programs from every government department, as well as the public and non-governmental programs.

2012/2013 Highlights

Operations Branch continued to work closely with other Accommodation Services Division (ASD) branches on enhancing the effective planning and execution of maintenance, security, capital, and life safety projects, for existing and new facilities. These efforts will be ongoing in 2013/2014 and are integrated into day to day business.

Coordination with other provincial departments/branches on emergency planning and Business Continuity Plans (BCP) now formally includes inter-departmental annual BCP exercises at alternating facilities. This is in addition to internal annual exercises. This process ensures plans are in place, to mitigate program service disruption due to catastrophic events such as floods, fires, power failures, pandemics, etc.

Operation's four Districts and Technical and Energy Services (TES) continued to look for and expand upon sustainable practices in the Branch's everyday business, including disposal of surplus materials, recycling programs, and energy/water management.

Extensive staff training was completed or is underway/available in the areas of Life Safety Systems, Workplace Safety and Health, SAP, Employee Learning Plans, and Respectful Workplace. Commitment to COR Certification for the Districts continues to be a priority.

3 (c) Operations

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	22,887	395.19	23,983	(1,096)	1
(2) Other Expenditures	42,103		43,047	(944)	1
(3) Less: Recoverable from Other Appropriations	(465)		(854)	389	1
Total Sub-Appropriation	**64,525**	**395.19**	**66,176**	**(1,651)**	

Explanation:

1. Lower salary and operating costs, and under recoveries due to staff vacancies.

Real Estate and Contract Services

Objective/Mandate

The Real Estate and Contract Services (RECS) Branch provides for the acquisition, renewal and monitoring of leased facilities within the Accommodation Services Division portfolio and provides commercial real estate expertise with respect to realty related matters. The Branch provides an accurate space inventory of all leased and owned facilities, as well as effective contract administration, monitoring and tendering activities for the Division. RECS is also responsible for the central management of the provincial parking program to meet the cost-recoverable mandate and to provide fair and equitable access to parking for the conduct of government business.

Activity Identification

Lease Acquisition and Renewal: Negotiate cost effective new leases for the provision of sustainable leased accommodations in support of the various program requirements of all Provincial Client Departments, as well as numerous provincial corporations and agencies. Monitor the leased portfolio currently comprised of 240 existing leases, and ensure that expiring leases are actioned by negotiating lease renewals at preferred rates, inclusive of any required tenant improvements to sustain the client department's current and ongoing program requirements. Negotiate both new lease transactions and lease renewals through direct negotiation or through the Invitation to Offer (Invitation) process, while ensuring compliance with the Province of Manitoba current sustainable, handicap and accommodation standards. Project Management functions associated with minor tenant improvements included in routine lease renewals. Preparation of various submissions for approval of lease acquisitions, including briefing notes and informational reports to Executive Management. Strategic lease analysis, consultation and analytical evaluation of current and trending real estate market information. Preparation of various internal and external real estate reports based on portfolio, market and client information. Preparation of annual Leased Properties Estimates.

Lease Administration: Provide day to day administration of all properties leased by the Province and ensure the proper use of Tenant Improvement Allowance agreed upon during lease negotiations. Coordinate the maintenance and operations of leased premises in accordance with terms and conditions of lease agreements throughout their term. Provide a point of contact and resolution for client service related issues. Manage conflict resolution between all parties with respect to contravention to the terms and conditions of lease agreements or Acts which apply to the properties. Administer financial transactions such as rental payments, escalations, operating expenditures and adjustments as set out in the terms and conditions of the lease agreements.

Lease Documentation: Create and maintain all lease documentation and related ancillary documents for the lease portfolio.

Drawing Inventory: Responsible for maintaining a drawing inventory in excess of 5.0 million square feet of space within the ASD portfolio of owned and leased properties; maintain central repository for 2,300 Base Plans as well as as-built drawings to support the activities of other ASD branches. Respond to client occupants request for drawings and occupancy information, and provide direction on processes and procedures.

Auditing of Drawings: Review all new drawings to ensure compliance with ASD prescribed format and implement alterations or recreations as may be required. Update drawings as received and review requests to amend drawings from ASD staff and departmental contracts throughout government; applying the changes to the drawing inventory.

SAP Real Estate Module: Responsible for producing and reviewing SAP reports to enable the planning process of Project Services; analyze drawing and occupant changes; communicate, collaborate and consult with Real Estate Administrator to reflect corresponding changes in Real Estate master data, the basis on which recovery costs are identified.

Accommodation Cost Recovery System: Ensure that any changes in accommodation or occupants are communicated to the Administrator; provide direction for and explanation of changes in order to assist the ACRS Administrator in accurate recovery of accommodation costs involving 22 Departments, 32 SOAs, 9 Third Party Revenues and 1,112 Rental Objects.

Parking: The Provincial Parking Program was established as a central agency to maintain a controlled, cost recovery, paid parking program for each property owned or leased by the Province and to provide management for the program.

The mandate of the program is to provide fair and equitable access to a scarce parking resource for the conduct of Government business on a priority basis. The program is applicable to all Departments, Agencies, Boards, Commissions, MLA's and their staff, government employees, students and contractors.

Contracting Services: Provide all contracting and tendering activities for the Division in relation to construction, consulting and service contracts, including the preparation of tender documents and award of contracts, ensuring a fair and equitable tender process and adherence to government policies and procedures.

Additionally, Service Contracts provide effective administration and monitoring of all service contracts involving a variety of services including development of tenders and contract documents, advertising, composing bids and awarding contracts.

2012/2013 Highlights

An ongoing priority for the branch is to ensure leases within the government portfolio are consistently procured at or below fair market value. In keeping with government's commitment to sustainability and accessibility initiatives, the Real Estate and Contracts Branch has made it a heightened priority to ensure sustainability, greening and universal accessibility initiatives are an important consideration in acquiring and renewing leased properties.

Within the existing portfolio the Province holds lease agreements for approximately 352,741 square feet of green building performance certified premises. These include the Building Owners and Managers Association of Canada – Building Environmental Standards (BOMA BESt) and Canada Green Building Council's (CAGBC) Leadership in Energy and Environmental Design (LEED) designations.

Significant projects undertaken by the Branch through Invitation to Offer include several Winnipeg properties: 325 Donald Street for the Department of Housing comprised of 71,700 square feet; 111 Lombard Avenue for the Department of Entrepreneurship, Training and Trade comprised of 19,800 square feet; and, 777 Portage Avenue for the Department of Child and Family Services comprised of 32,600 square feet.

The Parking Program continues to support sustainable development through bicycle, scooter and motorcycle parking areas, recycled signage, further installation of Anti-Idling signage, and the continued promotion of the online car pool initiative (www.carpool.ca) to assist employees who are not eligible for Government parking accommodations. Carpool.ca generously extended the carpool initiative outside of the downtown to include sites in the suburbs. The branch continues to work with the Green Building Coordination Team to promote and develop sustainable methods of transportation.

2012/2013 Service Volumes

Leasing: The leased real estate portfolio includes 240 leases totalling approximately 2.19 million square feet of building space and 236,700 square feet of land. The total budget for the Branch this fiscal year was approximately $37.0 million.

During the 2012/2013 fiscal year, 40 leases were renewed, 11 leases were acquired as new and 14 were terminated. These include some non-portfolio leases and leases that have yet to commence, and are not reflected in the total numbers.

Parking: The branch manages 222 owned and leased parking facilities, with 8,381 parking stalls. There were 16,784 parking related requests processed last fiscal year.

Space Inventory: The branch currently maintains a drawing inventory in excess of 5.0 million square feet of space within the ASD Portfolio of owned and leased properties, and maintains a central repository for 2,300 Base Plans and annual amends to reflect changes, to ensure accurate inventory.

Contracts: Contract Services administers in excess of 1000 construction and consulting contracts during each fiscal year including contracts extending over multiple years. During the 2012/2013 fiscal year, 189 construction contracts were awarded with a total value of $16 million and 85 consultant contracts were awarded with a total value of $4.5 million.

In addition, Service Contracts also developed and tendered services for other provincial departments including Justice, Family Services, Health, Water Stewardship and Culture, Heritage and Tourism.

3 (d) Real Estate and Contract Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,264	20.00	1,411	(147)	
(2) Other Expenditures	36,889		37,397	(508)	
(3) Less: Recoverable from Other Appropriations	(2,319)		(2,400)	81	
Total Sub-Appropriation	**35,834**	**20.00**	**36,408**	**(574)**	

Divisional Support Services

Objective/Mandate

Administrative and financial activities for the Assistant Deputy Minister office.

Provide sustainment and system support activities for the SAP modules for the Division.

Activity Identification

Coordinate and manage activities of the Assistant Deputy Minister office.

Coordinate timely end user training, system and procedural compliance reporting, and system maintenance activities. Assist in the development of Standard Operating Procedures (SOPs), which are aligned with the organizational structure and business requirements. Co-ordinate the review of and updates to divisional Master Data. Liaise with the Department of Innovation, Energy and Mines to complete technical configuration changes. Maximize the benefit of the SAP toolset for the divisional end users.

2012/2013 Highlights

The SAP Support team continued to provide technical support for the SAP modules and lead the divisional optimization of the SAP information system.

The SAP Support team continues to be involved in stabilizing processes required by the SAP modules. Through dialogue with cross-branch partners, the Branch continues to refine hand-offs and internal work assignments to optimize its human resources.

3 (e) Divisional Support Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	641	9.00	736	(95)	
(2) Other Expenditures	235		243	(8)	
(3) Less: Recoverable from Part B - Capital	(103)		(113)	10	
Total Sub-Appropriation	**773**	**9.00**	**866**	**(93)**	

Protective Services

Objective/Mandate

Protective Services Branch provides security services for government departments and agencies occupying space in owned or leased buildings and/or properties where the Division is the service provider. The Branch has an extended role beyond front line security service provision within owned and leased properties to all government departments in responding to and initiating measures to address staff and public safety, investigations as well as the delivery of security related projects.

Activity Identification

The Branch continues to work on activities related to Strategic Development Initiatives developed through branch-wide strategic planning sessions, where the focus is on continued improvement in service delivery and meeting client requirements.

2012/2013 Highlights

Protective Services continued to provide Security Awareness training sessions for government employees across the province.

Protective Services Branch continued to coordinate a Provincial Government Employee Photo Identification Card initiative and encourages all provincial government employees to wear this identification while in a provincial government workplace.

Protective Services Branch continued to develop, design and coordinate installation of security systems in owned or leased provincial government facilities as required.

Security at the Manitoba Legislative Building is continually assessed by Protective Services Branch in order to ensure and maintain an effective security program at this facility. An example of this is the recent installation of a new locking system at the building, which provides a significant and technologically advanced system to ensure the security of the Seat of Government and its assets.

Protective Services Branch is responsible for security programs across the entire province. The communities of Portage la Prairie, Brandon and Thompson benefit from mobile patrol and other related services 24 hours a day/7 days a week. The communities of Dauphin and The Pas have a physical security presence during regular business hours at the educational campuses of Assiniboine Community College (ACC) and University College of the North (UCN) respectively.

3 (f) Security Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	6,441	98.79	5,573	868	1
(2) Other Expenditures	1,110		1,143	(33)	
(3) Less: Recoverable from Other Appropriations	(1,374)		(1,259)	(115)	
Total Sub-Appropriation	6,177	98.79	5,457	720	

Explanation:

1. Increased demand for protective services.

Accommodation Cost Recovery

Objective/Mandate

The Accommodation Cost Recovery Program manages an Accommodation Cost Recovery System (ACRS) that allocates charges to all tenants that occupy owned or leased office and warehouse space.

Activity Identification

The ACRS program is jointly administered by the Accommodation Services and Administrative Services (Financial Services Branch) Divisions of Manitoba Infrastructure and Transportation. The program is supported by the real estate module of SAP. Program activities are as follows:

- Identify the cost of the space occupied by each program and client work group within programs.
- Process a billing to each client work group for the cost of the space it occupies.
- Develop and circulate all relevant written guidelines and financial reports.
- Develop, implement and maintain relevant policies and administrative procedures necessary to delivery of the ACRS program.
- Maintain a perpetual inventory indexed by occupant, of all government owned and leased accommodation.

2012/2013 Highlights

Successfully recovered costs for departmentally managed, provincially owned space and leased space by cost allocation to departments and special operating agencies.

3 (g) Accommodation Cost Recovery

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Less: Recoverable from Other Appropriations	(63,516)		(63,688)	172	

Corporate Accommodation Planning

Objective/Mandate

Provides executive management direction and monitoring for the Division.

Ensures the provision and compliance of Divisional administrative and financial management services I accordance with governing legislation and established policies and procedures.

Provides leadership and strategic planning perspective related to the accommodation portfolio and public property, including accounting and administrative support functions for the Division.

Activity Identification:

Financial Services: Ensure accurate, timely completion of all activities related to Accounts Payable, General Financial Services, Account Receivable, Recoveries and Revenues, and Financial Reporting for the Division within the SAP environment. This includes tracking, reporting and controlling divisional budgets, capital and client-funded projects, salary costs and allocations, and operating expenditures. Manage all financial aspects relating to the delivery of services provided by Accommodation Services Division (ASD), ensuring that financial policies and procedures are followed. Coordinate the preparation of Divisional annual estimates and monthly forecasts.

Administrative Services: Provide general secretarial and clerical support for the Division.

Policy and Planning Services: Working with the client departments, central agencies and ASD branches, lead strategic asset management planning in an effort to anticipate the impact of various facility investment decisions. Gathering and maintaining information for Government owned buildings. Work also includes policy review and development in support of the development and maintenance of an efficient infrastructure portfolio, coordination of the annual capital plan and other special initiatives.

2012/2013 Highlights

Financial Services continued to be instrumental in improving financial accountability through enhanced project reporting and timely divisional financial reporting.

Administrative Services continued to improve processes and administration of the Division.

Policy and Planning Services continued work on long term and strategic planning for the portfolio.
This work is on-going and enables the Division to utilize facility and portfolio information to assist in making short and long term decisions.

Policy and Planning Services also continued to work on several agreements, including MOUs, lease agreements, land acquisition and development agreements with municipalities.

3 (h) Corporate Accommodation Planning

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	1,068	17.18	1,235	(167)	
(2) Other Expenditures	644		513	131	
(3) Less: Recoverable from Part B - Capital	(321)		(372)	51	
Total Sub-Appropriation	**1,391**	**17.18**	**1,376**	**15**	

Procurement Services

Objective/Mandate

The Procurement Services Branch (PSB) provides corporate procurement services to all government departments and certain agencies to ensure that each purchase contract represents a fair and reasonable cost to taxpayers, and that it extends competitive opportunity to interested suppliers.

Activity Identification

Provide departments and certain agencies with centralized tendering and contracting services for goods and related services.

Provide product specifications, material identification, cataloguing services and commodity standardization strategies.

Promote Sustainable Development procurement initiatives including the purchase and use of environmentally preferred goods and services across government.

Increase the participation of Aboriginal Businesses in providing goods and services to Manitoba through the implementation of the Aboriginal Procurement Initiative; liaise with the vendor community to promote business opportunities and increase the participation of small businesses.

Develop corporate supply strategies and establish contracts for common use goods and related services used across government.

Provide consultative services to clients regarding product evaluations, procurement methods, and contract terminology.

Develop and implement corporate procurement policies and establish best practices with input from departmental representation and guidance from the Deputy Ministers Committee on Procurement.

Participate in inter-governmental procurement initiatives such as reduction of inter-provincial and international trade barriers, inter-provincial information networks and initiatives aimed at improving access to government procurement.

Administer government-wide purchasing activity through the delegation of purchasing authority of the Purchasing Card.

2012/2013 Highlights

Sustainable Development
PSB played a leadership role in the implementation and communication of Sustainable Development (SD) procurement across Government including:

- Communicating procurement related SD policies and initiatives to government and the vendor community.
- Establishing specifications and corporate standards for procurement of environmentally preferred goods.
- Engaging key stakeholders to advance procurement related SD initiatives, including participation in a public sector forum for the exchange of best practices to provide procurement professionals with information that promotes the selection and use of products and services that are sustainable and environmentally preferred.

Community Economic Development
Key aspects of Procurement Services' procurement strategy to contribute to the government's Community and Economic Development (CED) initiative include:

- The amendment of *The Government Purchases Act* (2009), provides the fundamental legal foundation for CED considerations in purchasing. Work is underway to explore and implement how government can best integrate CED into its procurement policies and practices ex: Local Food; Shared Services with Non-Profit Organizations.
- Aboriginal Procurement Initiative (API) implementation including ongoing training of key people across government, through Organization and Staff Development workshops.

Consulting Services
PSB provided Consulting Services to client departments, Special Operating Agencies and suppliers on the "end–to-end procurement process for "Consulting and Professional Services" including assessment and interpretation of procurement policy and practices which impact on operations, policy, legal and legislative areas; Request For Proposals development, contract terminology, proposal evaluation and contract award.

Aboriginal Procurement
The API is designed to increase the participation of Aboriginal businesses in providing goods and services to government. The PSB continued to raise awareness of the API through participation in trade shows and events, such as Vision Quest, and through meetings with Aboriginal organizations such as the Aboriginal Chamber of Commerce, Department Purchasing Coordinators, Purchasing Agents and Contract Administrators. Additional and ongoing training workshops are delivered, through Organization and Staff Development workshops.

Manitoba Supplier Development
PSB participated in several trade shows and annual events such as Vision Quest, Association of Manitoba Municipalities, the Manitoba, Winnipeg, and Aboriginal Chambers of Commerce, and the Manitoba Municipal Administrators Association.

Trade Agreements
Agreement on Internal Trade (AIT):

- Ongoing negotiations for enhancements to the Procurement Chapter of the AIT.

Canada - U.S. Agreement on Government Procurement:

- An agreement on government procurement with the United States came into effective February 16, 2010. Discussions on enhancements to this agreement were ongoing.

2012/2013 Service Volumes

As one of the largest purchasing agencies in Manitoba, the PSB facilitates the acquisition of an extensive and wide range of products and related services valued at approximately $80.8 million annually (5 year average).

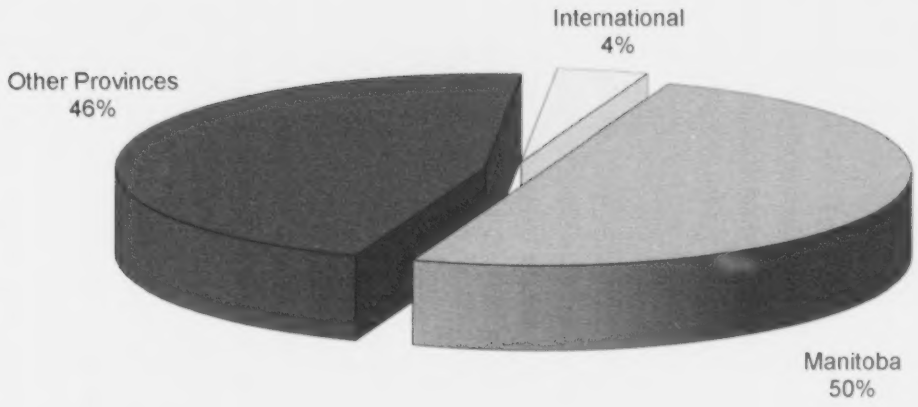
Tenders processed by the PSB resulted in approximate savings of $6.9 million based on historic saving percentages, which have been applied to tendered purchases reported through the financial system in the 2012/2013 fiscal year.

During 2012/2013, the PSB processed 626 requisitions containing 1,739 goods and services items valued at $68.5 million.

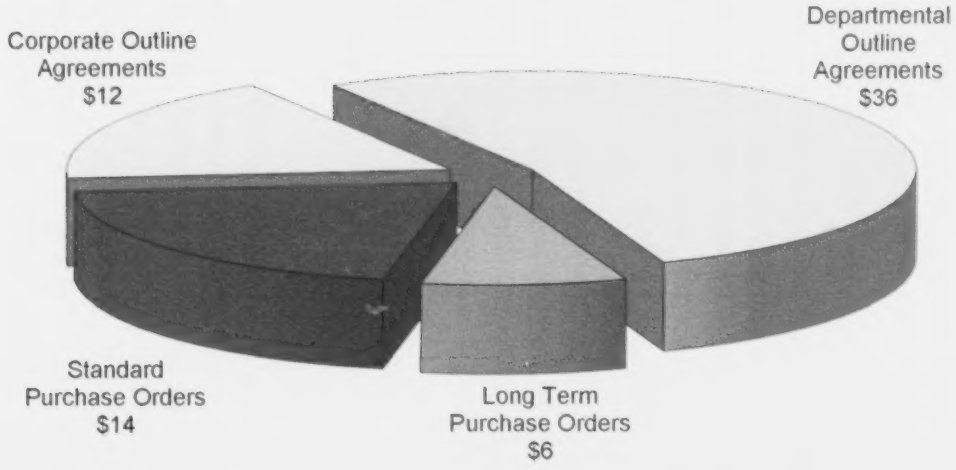
Approximately $34.3 million (50.1%) was awarded to Manitoba suppliers, $31.4 million (45.9%) to suppliers in other parts of Canada, and $2.8 million (4.0%) to international suppliers. Of the $34.3 million awarded to Manitoba suppliers, approximately $3.3 million was awarded to rural suppliers.

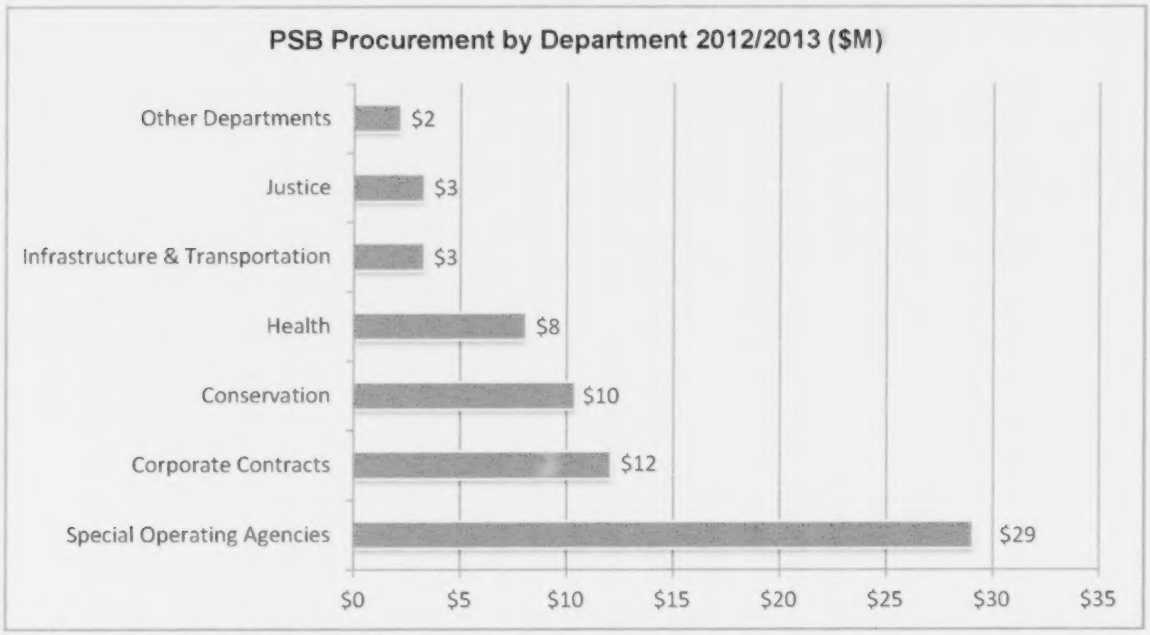
Delegated purchases made through purchasing card transactions were valued at $7.4 million of which $5.9 million (79.9%) was to Manitoba suppliers.

PSB Regional Expenditures 2012/2013

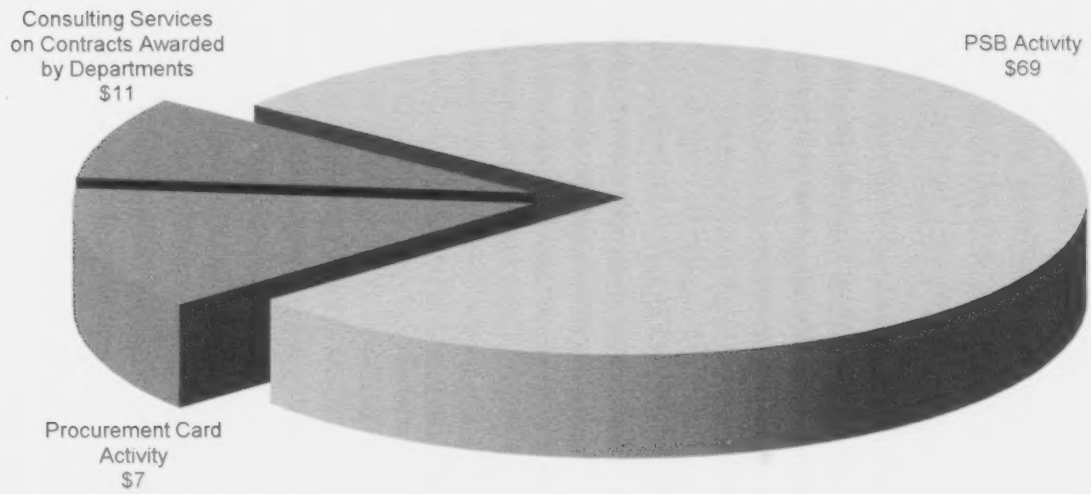


PSB Procurement Activity by Type 2012/2013 ($M)





PSB Managed Procurement - Delegated & Corporate ($M)
Total Procurement - $87M



3 (i) Procurement Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	2,059	29.60	2,117	(58)	
(2) Other Expenditures	324		353	(29)	
Total Sub-Appropriation	**2,383**	**29.60**	**2,470**	**(87)**	

Government Air Services

Objective/Mandate

Manitoba's Air Services Branch provides specialty air transportation services including Lifeflight Air Ambulance, aerial surveillance and forest fire suppression, air transportation of personnel and cargo and co-ordination and certification of government charter flying in private sector aircraft.

Activity Identification

Air Ambulance: In conjunction with Manitoba Health, Air Services provides Lifeflight air ambulance transportation, both in and outside the Province, using two Manitoba owned jets and private sector aircraft.

Fire Suppression: One of Air Services' major responsibilities is meeting Manitoba's aerial surveillance and forest fire suppression needs in conjunction with Manitoba Conservation, using 2 CL-215 and 4 CL-415 Water Bombers, 3 Cessna twin engine Birddog aircraft, and 3 turbinized DeHavilland Single Otter aircraft.

A multi-year plan to purchase 4 new CL-415 aircraft to replace 5 of its aging CL-215 aircraft. The first CL-415 was received in October 2010 (the second and third CL-415's were acquired after the 2011 fire season). While several CL-215's were made available for sale/disposal, no sales were formalized within this past fiscal year.

General Transportation: When the aircraft are not being utilized for either fire suppression or air ambulance purposes, Air Services provides air transport services for provincial personnel and cargo, using: the eight passenger Cessna jet; the nine passenger Piper Navajo twin engine aircraft; the 3, five passenger Cessna 310's, 2 of the 3, ten passenger float/ski equipped DeHavilland Single Otters and the eighteen passenger DeHavilland Twin Otter. In addition to the actual transport, Air Services also coordinates and audits charter billings for all clients flying in private sector aircraft.

2012/2013 Highlights

Client requirements for specialized aviation services in 2012/2013 increased due to the permanent implementation of the Southern Air Inter-Facility Transport (SAIFT) Program for Manitoba Health. The program was previously run as a pilot program using Manitoba's Twin Otter and through the utilization of staff on an overtime basis. The Department of Health in concert with MIT, implemented the program on a full year (permanent) basis based on a 12 hour per day, 6 day a week (Monday to Saturday) schedule of operation. To support this program, 7.00 new regular FTE's were approved. This new program involved the re-dedication of Manitoba's Twin Otter(C-FWAH) previously used for Manitoba's fire suppression program.

This change of use necessitated the purchase of a used turbinized Single Otter aircraft to replace C-FWAH in the fire suppression program starting in 2013/2014 and as a result, MIT was authorized to undertake a tender process and to award a purchase order for the acquisition of this aircraft for 2012/2013. We anticipate this aircraft will be operational by August 2013.

In September 2012, the Department entered into a Memorandum of Understanding with Manitoba Hydro to provide air services in northern Manitoba and to tender for the acquisition of a used DeHavilland Twin Otter aircraft for this purpose. This MOU will initially be in place for a three year period but have options for time extensions and will provide for full cost recovery by the Department for providing this service. To support this program 4.00 new regular FTE's were approved. We anticipate this aircraft will be operational by July 2013.

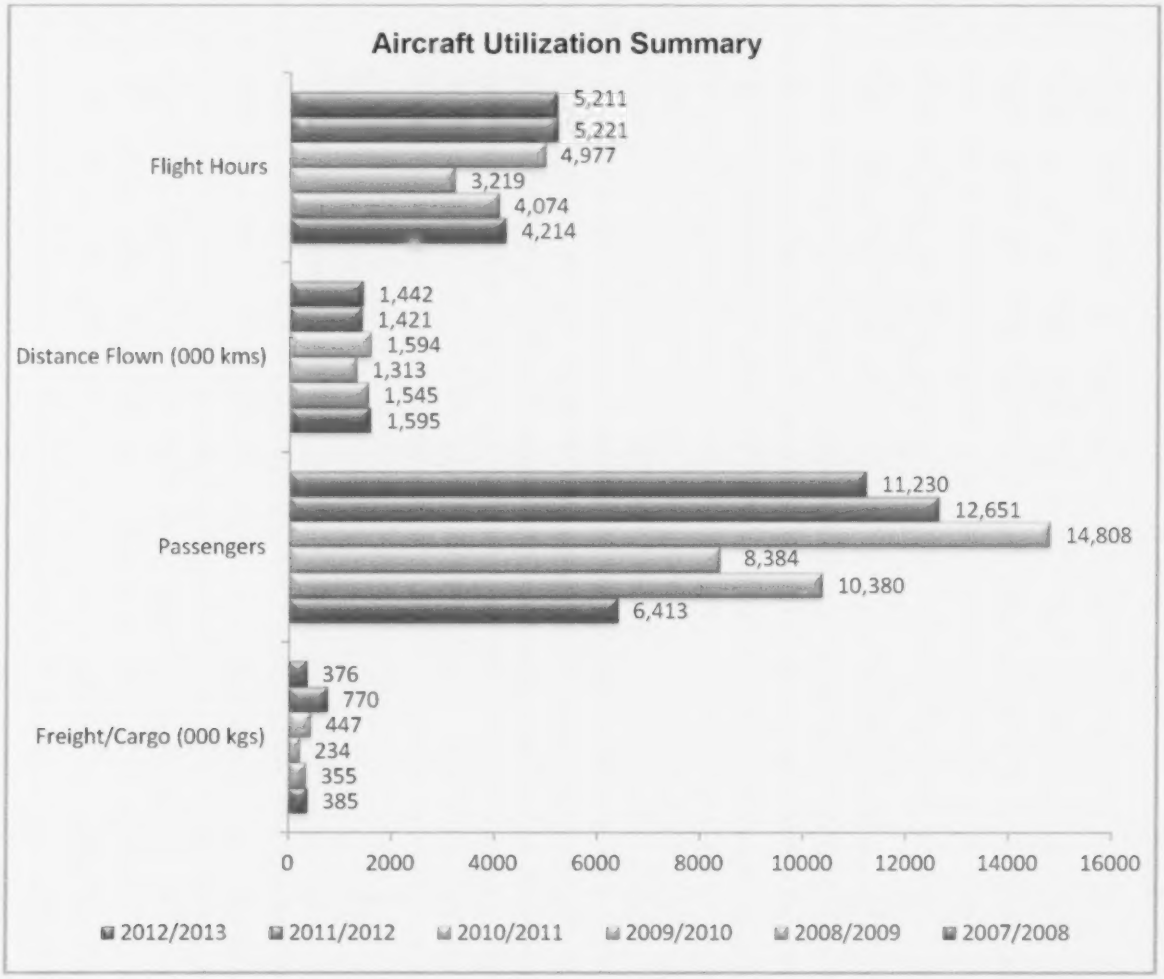
Air Services also acquired a 1994 model year Cessna Citation to replace Manitoba's 1984 dedicated Citation Lifeflight aircraft, registration C-FEMA. This dedicated replacement Lifeflight aircraft was placed into service in October 2010. The older citation aircraft (C-FEMA) was taken out of service permanently August of 2012 and transferred to Stevenson College as a maintenance training asset.

Currently, government air operators such as Manitoba's Air Services Branch conduct their respective flight operations in compliance with Canadian Aviation Regulations which do not facilitate optimal program delivery to Canadian citizens. Subsequently, the federal aviation regulating body (Transport Canada) has agreed to support Manitoba's initiative to develop aviation regulations for "state" governmental air operators. Manitoba's most recent draft of state aviation regulations is still under review by Transport Canada.

2012/2013 Service Volumes

22	Provincially owned aircraft
11	4 CL-415 and 7 CL-215 Water Bombers (4 CL-215 to be disposed)
3	C-310 Birddog aircraft
2	Citation Jet aircraft (the oldest Citation has been disposed)
3	Single Otter aircraft
2	Twin Otter aircraft
1	Navajo aircraft
7	Managerial staff
43	Pilots
33	Aircraft maintenance/avionics engineers
8	Financial/Administrative support personnel

Note: The operation and financial models of Air Services are based on cost recovery of all programs and services.



Medical Services Program
Lifeflight Air Ambulance Program accounted for 619,969 kilometres of the total air distance travelled in 2012/2013, compared to 573,433 kilometres in 2011/2012, an increase of 46,536 kilometres.

Lifeflight Air Ambulance transported 375 patients in-Province in 2012/2013, compared to 374 in 2011/2012, an increase of 1 patient.

Lifeflight Air Ambulance transported 92 patients out-of-Province in 2012/2013, compared to 120 in 2011/2012, a decrease of 28 patients.

Fire Suppression Program
Forest fire suppression activities accounted for 556,989 kilometres of the total air distance travelled in 2012/2013, compared to 482,210 kilometres in 2011/2012, an increase of 74,779 kilometres.

Water bombing drops totalled 3,807 in 2012/2013, compared to 3,306 drops in 2011/2012, an increase of 501 drops.

Southern Air Ambulance Inter-Facility Transport Program (SAAIFTP)
Southern Air Ambulance Inter-Facility Transport Program accounted for 65,071 kilometres of the air distance travelled in 2012/2013, compared to 76,312 kilometres in 2011/2012, a decrease of 11,241.

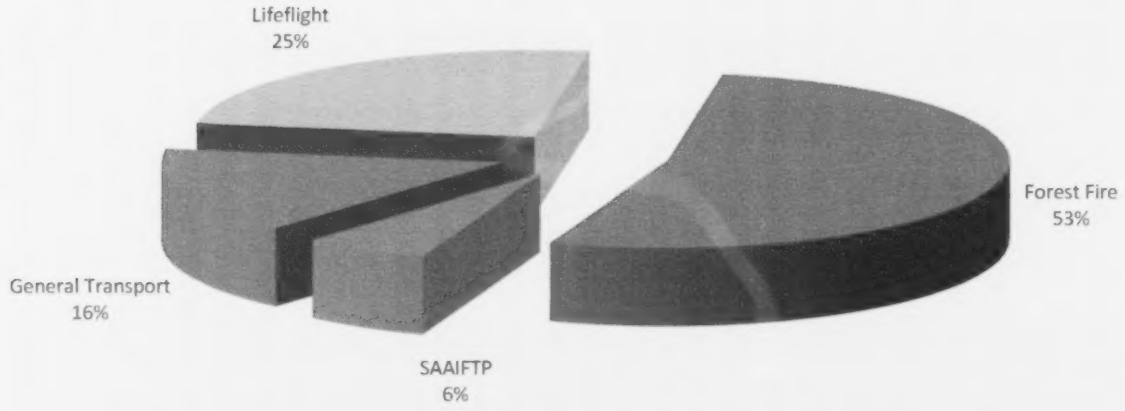
Southern Air Ambulance Inter-Facility Transport Program transported 185 patients in 2012/2013, compared to 207 in 2011/2012, a decrease of 22 patients.

General Air Transportation Program
Air Services provides limited general transport of governmental personnel and cargo in provincially operated aircraft; combining flights between the various departments whenever possible.

General air transportation including the Northern Patient Transportation Program accounted for 200,313 kilometres of the total distance travelled in 2012/2013, compared to 289,473 kilometres in 2011/2012, a decrease of 89,160 kilometres.

Co-ordination of Government Charter Flights:
Air Services arranged 794 government charters with private sector carriers in 2012/2013, compared to 831 charters in 2011/2012, a decrease of 37 charters. These numbers do not include all the coordination activity related to the Lifeflight and SAAIFTP programs.

Flight Hour Utilization Summary



3 (j) Government Air Services

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Salaries & Employee Benefits	8,158	80.00	7,649	509	
(2) Other Expenditures	7,835		8,985	(1,150)	1
(3) Less: Recoverable from Other Appropriations	(15,979)		(16,634)	655	
Total Sub-Appropriation	**14**	**80.00**		**14**	

Explanation:

1. Less airtime hours and aircraft parts build-up than anticipated.

Special Operating Agencies

Materials Distribution Agency (MDA)

Objective/Mandate

Materials Distribution Agency became a special operating agency on April 1, 1993. Mail Management Agency became a special operating agency on April 1, 1996. Both Agencies amalgamated April 1, 2005. Refer to Part 6 of the 2012/2013 Supplementary Information for Legislative Review, for detailed program and financial information on Special Operating Agencies.

MDA:

- Is the Government's preferred public sector source for mail and material logistics solutions;
- Provides streamlined, cost effective distribution that meets government needs and directives; and
- Assists departments to contain costs, reports on expenditures and reduces administrative workloads.

Activity Identification

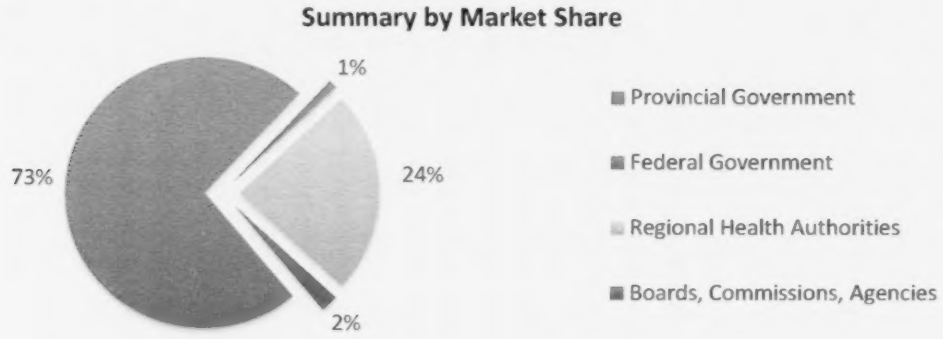
MDA provides mail and materials management services to the public sector, including but not limited to mail management services for members of the Legislative Assembly; inter-department and federal mail; contract administration; variable data printing for mail related projects; home care equipment rentals; warehouse and inventory management services and transportation, storage and disposal services.

2012/2013 Highlights

- MDA partnered with the Office of Disaster Management to warehouse, inventory and distribute pandemic supplies for the Province of Manitoba. MDA will continue this business for fiscal year 2013/2014.
- MDA has achieved "Good Manufacturing Practices" certification in order to distribute vaccines, medical supplies/equipment and certain drugs on behalf of the Province of Manitoba. Vaccine distribution began on April 1, 2012. MDA and Manitoba Health received a Service Excellence Team Award at the Annual Manitoba Service Excellence Luncheon.
- MDA is working with Procurement Services Branch to offer products and services to "Non-profit organizations" which qualify as partially funded by the government as a way to reduce costs and improve overall pricing.
- MDA supports all government initiatives on sustainable development and green procurement. The Agency reviewed all green products in 2012/2013 to ensure that all environmental criteria were met and currently carries 239 products which are considered environmentally friendly.
- MDA and Manitoba Healthy Living have partnered to facilitating the provincial bike helmet program for schools since 2006. This program brings low cost helmet options to all school children in Manitoba and has distributed an average of 10,000 helmets each year.
- MDA provides toner recycling for all government departments and works with toner cartridge suppliers to ensure all toners returned to MDA reach the appropriate recycling companies and don't end up in the land fill.

Market Segment Information

Total Revenue for 2012/2013 was $25,035,000



Warehouse Products – Distribution Information

Number of Orders	2012/2013	2011/2012	2010/2011
Warehouse Orders	51,900	54,600	53,300
Equipment Orders	14,507	14,071	14,332
Mail Finishing Orders	3,950	4,150	3,689
Federal Mail Processed (pieces)	1.80 million	2.35 million	2.63 million
Inter-Departmental Mail Processed (pieces)	318,000	347,000	339,400
Manitoba Textbook Bureau Orders	11,944	10,345	11,855
Office Relocations	654	638	724

Distribution of Products by Area	2012/2013	2011/2012	2010/2011
Winnipeg	53.5%	54%	53%
Rural	46.5%	46%	47%

Delivery of Winnipeg Orders	2012/2013	2011/2012	2010/2011
Regular (2 days)	92%	95%	95%
Same day	4%	2%	2%
Pickup	4%	3%	3%

Crown Lands and Property Agency (CLPA)

Objective/Mandate

The Crown Lands and Property Agency (CLPA) represents the Manitoba government in its land dealings with the public, striving to ensure that the government's real estate business is conducted in a fair, open and transparent manner, on a timely basis and in accordance with the principles of fiscal and environmental responsibility. CLPA became a special operating agency (SOA) on April 1, 2006. Land Management Services, designated as a special operating agency on April 1, 1995, was dissolved April 1, 2006 and amalgamated with other government programs from Manitoba Agriculture, Food and Rural Initiatives (Crown Land Management) and Conservation (Park District Records and Lands Branch) to form the new Crown Lands and Property Agency. Refer to Part 6 of the 2012/2013 Supplementary Information for Legislative Review, for detailed program and financial information on Special Operating Agencies.

Activity Identification

CLPA serves as an in-house real estate services provider for Manitoba government departments and agencies, and a single point of service or "one stop shop" for citizens and organizations transacting land business with the government. The services provided by the Agency include:

- processing applications from the public to purchase or lease Crown lands, as well as renewals and assignments of existing leases and permits;
- acquiring lands for public purposes by agreement and/or expropriation;
- selling surplus government properties; and
- providing real estate appraisal and consulting reports for government departments and other public agencies.

2012/2013 Highlights

The 2012/2013 fiscal year was CLPA's seventh year of operation. Highlights for the year include the following:

- Continuation of the acquisition and expropriation of land for CentrePort Canada Way;
- The Manitoba Bipole project for easement, permit and sale of property;
- Continuation of several flood related projects including the Manitoba Agriculture, Food and Rural Initiatives voluntary buy-out for the Shoal Lakes area, the Assiniboine River Dike Compensation program and the Portage Diversion Compensation program.
- The Agency's Management Team initiated a Change Management program which developed a map of defined goals and objectives of Intended Outcomes that the Agency strives to achieve within the next thirty-six months.
- Continuation of the Legacy Systems Project initiated jointly with the Information Technology Services Branch of MIT and the Business Transformation and Technology Division of Manitoba Innovation, Energy and Mines, to upgrade or replace the outdated and largely unsupported information technology (IT) systems that the Agency inherited from its predecessors.
- Building on the Agency's success in digitizing Parks' vacation home lot records, all hardcopy records in the agency's custody are being transitioned to electronic format, to safeguard the records and facilitate easy access by authorized users. The digitization process continues and now is focused on CLPA's Agriculture and Crown Lands Registry business sections which are nearing completion.

2012/2013 Service Volumes

108	Land acquisitions completed, totalling $14.4 million for 34,332 acres of property
21	Land sales completed for Departmentally held lands, totalling $488,000
512	Lease assignments processed
148	New leases secured
277	Lease renewals concluded
189	Security interests registered
224	Appraisal reports completed

2012/2013 Revenue Generated and Collected on behalf of Client Departments

Summary of Sales, Leases and Permits			
Branch or Program (Client Dept.)	**# Charges Invoiced**	**Revenue $000s**	**Notes**
Lands Branch (Conservation)	8,687	$3100.4	Recorded centrally in Consolidated Fund as revenue . . . under Conservation
Parks Program (Conservation)	20000	$4,871.3	
Subtotal	**28,687**	**$7,971.7**	

Branch or Program (Client Dept.)	# Charges Invoiced	Revenue $000s	Notes
Agricultural Crown Lands (MAFRI)	4,955	3,355.7	. . . under Agriculture
Subtotal	**33,642**	**$11,327.4**	
Land Acquisition Branch – Sales & Leases	64	594.8	. . . under various depts.
TOTAL	**33,706**	**$11,922.2**	

Note: The revenue shown above is revenue collected by the Agency for client departments and does not represent the Agency's own revenue.

Vehicle and Equipment Management Agency (VEMA)

Objective/Mandate

Vehicle and Equipment Management Agency became a special operating agency on April 1, 2009. The Agency amalgamated the operations of Fleet Vehicles Agency (*FLEET*) with those of the Mechanical Equipment Services Branch, combining the acquisition, management and disposal of both light duty and heavy duty vehicles and equipment under common management. Refer to Part 6 of the 2012-2013 Supplementary Information for Legislative Review, for detailed program and financial information on Special Operating Agencies.

Activity Identification

VEMA's services fall into three main groups: Vehicle and Equipment Services, Fleet Management Services, and Radio Services.

Light duty vehicle and equipment services are provided primarily to departments, agencies and Crown corporations of the provincial government. The services include leases, long-term rentals, short-term (daily) rentals, and vehicle insurance and registration. Heavy duty vehicle and equipment services are provided primarily to the Department of Infrastructure and Transportation, with those services designed to provide reliable equipment on a timely basis that is right for the job.

Fleet Management Services cover a range of services including a credit card for fuel purchases, repair authorizations, preventive maintenance programs, an invoice payment service, a taxable benefit program, and information on the cost, maintenance and distance driven or machine hours used for each vehicle or piece of equipment.

Radio Services is responsible for the servicing of existing radio base stations in areas where cellular phone service is not currently available, and for the evaluation, installation, repair and maintenance of two-way radios used by its customers in those areas.

2012/2013 Highlights

As of March 31, 2013, the fleet consisted of 5,447 units including heavy duty vehicles and equipment (39%), light duty vehicles and equipment (56%), ambulances and ambulance chassis (3%), and miscellaneous units (including prisoner containment units, ATVs and truck boxes) (2%).

Of the 629 units received during 2012/2013 at a cost of $31.0 million, 444 were light duty trucks, vans or sedans, 34 were ambulances, 143 were heavy duty units, and 8 were miscellaneous units.

In addition to the approximately 2,100 heavy duty units leased to Engineering and Operations for highway construction, maintenance and preservation, VEMA leases to Water Stewardship three amphibex machines and related equipment for use in ice mitigation programs on rivers within the province each spring.

Together with Manitoba Health, the former *FLEET* successfully launched the provincial ambulance replacement and management program in 2001/2002. As of March 31, 2013, VEMA now owns 183 ambulances that are primarily leased to Manitoba Health and assigned by them to Regional Health Authorities.

Keys™ remains the Agency's in-house developed fleet and equipment management system that may be used as either an asset or project management tool. Keys™ has been licensed to several provincial organizations in Manitoba including Emergency Measures Organization, and has also been licensed for use by the Yukon Territory.

2012/2013 Service Volumes

5,447	Total units in the fleet as of March 31, 2013
629	Units received during the year
555	Units disposed during the year
100%	Percent of provincial clients retained since the former *FLEET*'s conversion to an optional service in 1995/1996

Infrastructure Works

Mandate:

- Provides for the maintenance of Manitoba's Strategic Highway System (SHS) and Regional Highway Network (RHN).
- Provides for the rehabilitation/preservation of the Provincial Trunk Highway System and the Provincial Road System (which comprise the SHS and the RHN).
- Provides for roadwork projects in Municipalities and Unorganized Territories that are a mix of projects financed 100% by the Province and projects financed on a 50/50 basis between the Province and various Municipalities and industry sectors.
- Provides funding for a variety of transportation related capital projects.
- Provides funding for the administration, construction and maintenance of the winter road system.
- Provides funding for the maintenance of water control and flood protection works and related activities.
- Provides for all infrastructure and services related to the operation of Northern Airport and Marine facilities.
- Provides for traffic control device installations (e.g. signals, railway crossing protection, signage, etc.).

Maintenance and Preservation Program

Objective/Mandate

The Maintenance and Preservation of Provincial Truck Highways, Provincial Roads and Related Expenditures Program protects public investment in highway infrastructure and ensure that the travelling public and commercial vehicles are provided with safe, efficient and convenient movement by maintaining roads, bridges and traffic control devices to acceptable standards.

Activity Identification

Provide repairs to paved surfaces, including shoulders.

Conduct gravel surface work including dragging, re-gravelling and dust control.

Carry out roadside maintenance, including mowing, weed control and litter pick-up.

Perform preservation through micro-surfacing, route and crackfill and sealcoating.

Provide maintenance of signs, guardrails, guide posts and traffic control devices.

Perform maintenance on bridges and drainage facilities.

Conduct winter maintenance activities including snow plowing, snow fencing, sanding and salting.

2012/2013 Highlights

Best Practices
The Department continued its efforts on re-using materials where applicable. This past year, Maintenance Operations continued trials on reclaiming and rejuvenating aged asphalt surfaces with an affordable Asphalt Grinder. This equipment provided the Department with an opportunity to utilize existing in road materials and reduce the material requirements by over 50% to repair small surface failures. The department further utilized this process in 2012/2013 which led to the decision to purchase two (2) Asphalt Grinders for continued use.

In addition to the Asphalt Grinder, Maintenance Operations is testing the use of infrared heaters and asphalt reclaimers to enhance asphalt spot repairs. The use of these techniques is showing beneficial results in repairing transverse cracking as well as repairing railway crossings. Further testing and evaluation was conducted during the 2012/2013 year. Further testing and evaluation is planned for 2013/2014.

Maintenance Career Training Program
Established and implemented level 1 training program and continued the development of levels 2 and 3 for the Maintenance Career Training Program. Level 2 is seventy (70) percent complete and will be ready for implementation in the fall of 2013. Development of Level 3 will continue in 2013/2014. This program was designed to address the on-going training requirements to deliver the annual provincial maintenance program. This program is experiencing a great deal of success and to date over 600 maintenance employees have been trained.

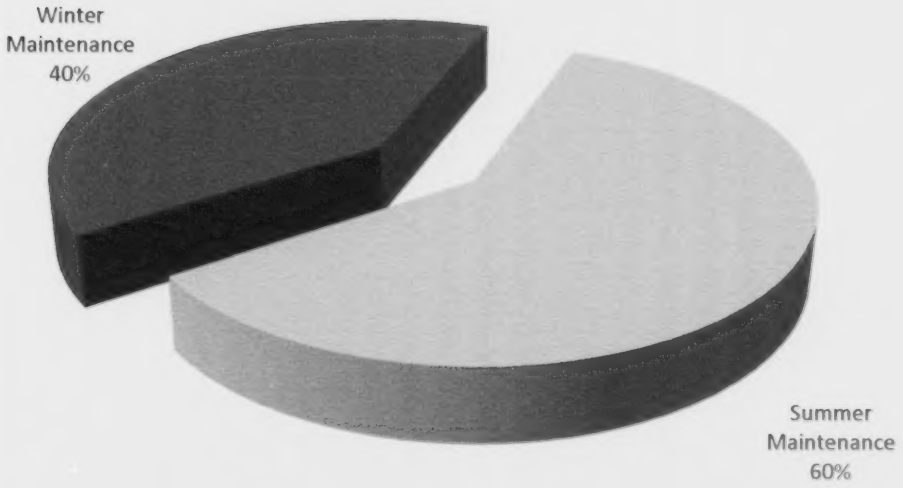
2012/2013 Service Volumes

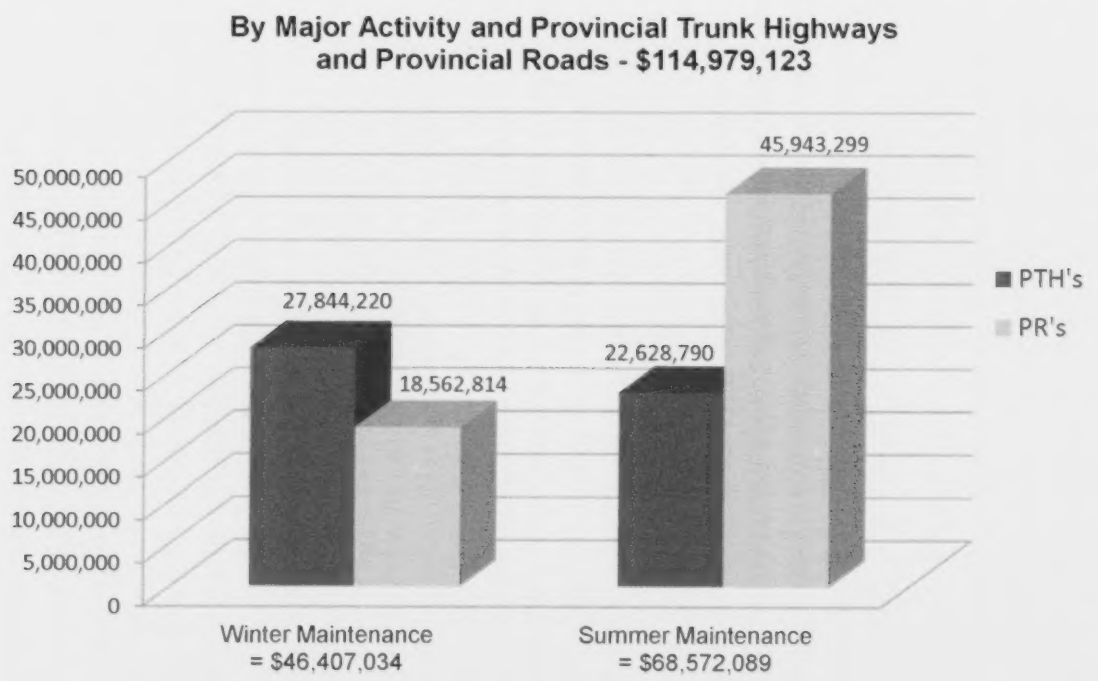
Maintenance and Preservation Major Activities		
Work Activity	**Work Accomplishment**	**Cost**
Maintenance Patching	1,130,087 square meters	$9,180,877.29
Spot Road Improvements	Various Locations	$2,725,062.52
Seal Coat	3,554,100 square meters	$9,061,046
Microsurfacing	252.2 lane kilometres	$6,414,640.99
Pavement Marking	799,632 litres	$4,769,161.20
Dragging Gravel Roads	226,901 pass kilometres	$5,500,735.03
Gravelling (includes community main access, stabilization)	285,679 cubic meters 12,026 kilolitres	$13,321,780.19
Snow Plowing	1,496,198 pass kilometres	$7,773,178.24
Winter Ice Control	119,311 kilometres treated	$4,485,952.79

The following graphs show maintenance expenditure by major activity and by PTH and PR Systems:

2012/2013 Maintenance Expenditures

By Major Activity





4 (a) Maintenance and Preservation Program

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Gross Expenditures	168,490	950.29	174,166	(5,676)	1
(2) Less: Recoverable from Part B - Capital	(16,702)		(23,881)	7,179	1
Total Sub-Appropriation	**151,788**	**950.29**	**150,285**	**1,503**	

Explanation:

1. Slow start in construction season (devoted to the 2011 Spring Flood repairs); and delays in CentrePort Canada Way project and bridge re-construction projects

Waterway Maintenance Projects

Objective/Mandate

Waterway Maintenance Projects provide annual maintenance service to water control and flood protection works.

Activity Identification

Assess water control and flood protection works and identify maintenance requirements on an on-going basis.

Where necessary prepare designs and plans for maintenance projects.

Complete maintenance work to support their optimum operation.

2012/2013 Service Volumes

Waterway Maintenance Activities	
33	Kilometers of drain cleanouts
61	Surveys completed
18	Culverts replaced
75	Bridges repaired
1,631.9	Kilometers of drains maintained (mowing, silt cleanout and vegetation control)

4 (b) Waterway Maintenance Projects

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(1) Waterway Maintenance	17,037	16.99	12,676	4,361	1
(2) Minor Capital Projects	146		106	40	
(3) Less: Recoverable from Other Appropriations	(1,793)		(2,614)	821	2
Total Sub-Appropriation	**15,390**	**16.99**	**10,168**	**5,222**	

Explanation:

1. *Over expenditure is mostly due to a $5.0 million payment to CPR for the settlement of a contract dispute with CPR over a rail bridge damaged by fire.*
2. *Under recoveries is due to reduced construction in the capital program.*

Work in Municipalities, Local Government Districts and Unorganized Territory

This program was transferred to Local Government effective for the 2012/2013 Estimates.

4 (c) Work in Municipalities, Local Government Districts and Unorganized Territory

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Other Expenditures	0		0	0	

Other Projects

4 (d) Other Projects

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Northern Airports Operations	11,672	70.00	9,962	1,710	1
Marine Services Operations	3,757	31.07	4,444	(687)	2
Less Recoverable from Part B - Capital	(163)		(325)	162	
Total Sub-Appropriation	**15,266**	**101.07**	**14,081**	**1,185**	

Explanation:

1. Additional gravel crushing jobs at the Shamattawa, Island Lake, Grace Lake, and Pikwitonei airports.

2. Delay in the Settee and Ingemar Cable Ferries project.

Winter Roads

Objective/Mandate

The Department has been funding (on a 50/50 basis with Aboriginal Affairs and Northern Development Canada) and administering the construction and maintenance of winter roads through contracts with First Nations and other local groups since 1979. The 2,500 kilometre winter road system provides for lower cost transportation of bulk goods to 23 remote communities and inter-community travel in northern Manitoba for their 30,000 residents during a period of approximately six to eight weeks every winter.

Activity Identification

Contract Services administer for 18 winter road contracts, including setting specifications, preparing tender and contract documents and inspection of the winter road system.

Establish effective safety standards, specifications and procedures for the construction and maintenance of winter roads.

2012/2013 Highlights

To maximize the relatively short winter road season, an engineering review has shown that the maximum allowable loading on ice roads can be raised and the Department has now implemented this increase. Previously the maximum gross vehicle weight (GVW) for a five-axle truck on the winter road system was 37,500 kg. On routes where structures and the roads can accommodate an increase, the limit is increased to 39,500 kg. This change allows each truck to haul approximately eight percent more cargo.

Construction of an ACROW Bridge began at Panko Narrows between Gods Lake Narrows and the Island Lake communities. Construction will be completed during the 2013/2014 season and will improve the reliability of the road.

Completion of a 5 km reroute on the Lac Brochet winter road from km 32 to 37 and a 1 km reroute at km 99. These new locations bypass several hills and areas of bad overland flooding. These reroutes will improve the reliability and safety of the road.

Completion of a 1.5 km reroute at km 42 between Norway house and Oxford House, This new location bypasses a low lying swamp area with a problematic creek crossing. This reroute will improve the reliability and safety of the road.

The winter road alignment was re-routed for 2.5 km at approximately km 14 between Norway House and Island Lake. This new location bypasses a problematic swamp area and severe drifting areas.

The winter road alignment from Island Lake to Red Sucker Lake was re-routed at six locations for a total distance of approximately seven kilometers. Driver safety has been increased in these areas by greater sightline lengths and reduced hill gradients.

Minor relocations, widening and rock removal of select locations on the network to improve safety and reliability.

2012/2013 Service Volumes

18 winter road construction orders were administered, covering a total distance of 2,500 kilometres with a program value of $9.8 million.

The winter road program provides employment for approximately 200 employees of local contractors from the communities.

4 (e) Winter Roads

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Other Expenditures	9,786		9,025	761	

Flood Mitigation Initiatives

Provides financial assistance to home, cottage, farm and business owners for approved flood protection projects, including building, raising or moving diking.

4 (f) Flood Mitigation Initiatives

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Other Expenditures	3,333		3,677	(344)	

Manitoba Emergency Measures Organization

Objective/Mandate

Reporting to the Minister of Manitoba Infrastructure and Transportation through the Deputy Minister of Local Government, Manitoba Emergency Measures Organization (EMO) is responsible for overseeing and coordinating all aspects of emergency preparedness in the Province, and managing, directing and coordinating the response of all departments to a disaster or emergency, other than initial response and incident management at the site of the disaster or emergency.

Activity Identification

Implements a system of integrated all hazards emergency management in Manitoba that will prevent or limit loss of life; serious harm to the health, safety, or welfare of people; damage to property, critical infrastructure, or the environment.

Provides emergency management training at no cost to provincial, municipal and other emergency management officials.

Coordinates the Provincial Government's Business Continuity Planning program.

Coordinates internal emergency planning and management via the development of provincial coordination plans to respond to major emergencies and disasters. This is done through close and frequent interaction with other departments of government.

Evaluates emerging threats and hazards to public safety, and develops flexible and innovative operational steps in response to these challenges. This is carried out through four major areas of activity:

1. Mitigation
2. Preparedness
3. Response
4. Recovery

When these areas of activity are coordinated as part of an encompassing strategic approach to public safety, an "all hazards" approach to emergency management is advanced. From this strategic direction, an effective tactical system is created whereby a wide range of potential events – from the national to the local level – can be managed through a flexible, adaptable and scalable management structure.

Administers the Disaster Financial Assistance (DFA) program and participates in other recovery activities.

Participates in federal/provincial/territorial policy and program discussions that advance and improve a comprehensive national system of emergency management, in addition to advancing Manitoba's emergency management priorities.

Provides secretariat functions to the Security Subcommittee of Cabinet, the All Party Task Force on Security, the Deputy Ministers Committee on Emergency Management and Public Safety and its Subcommittees.

Provides technical oversight and the licensing of 911 call answering facilities in the Province.

Administers the Red River Floodway Compensation program.

2012/2013 Highlights

Emergency Coordination and Disaster Recovery

2011 Spring Flood

In 2011, flooding occurred across Manitoba on an unprecedented scale resulting from the spring thaw and rains. This extraordinary flooding took place in most major watersheds, rivers and lakes in the Province and continued to impact the lives of Manitobans into the winter.

The 2011 Flood DFA program covers most impacted regions of Manitoba, including Dauphin Lake; however, it does not cover private sector damages caused by Lake Manitoba or the Hoop and Holler controlled release.

The Government of Canada has agreed the 2011 Spring Flood is eligible for cost-sharing under the Disaster Financial Assistance Arrangements (DFAA) and has provided $100 million to date.

A total of 4,512 private claims, including First Nations, were received and $95,058,613 has been paid to date. 645 claims remain open and assistance will continue to be released as work is completed. 3,876 claims (86%) have been closed, of which 230 have appealed. A total of 187 public claims, including First Nations, were received and $151,631,606 has been paid to date. 168 claims remain open and assistance will continue to be released as work is completed. It is estimated that $60,000,000 remains to be paid out for public sector municipal claims and $25,000,000 for public sector First Nation claims. 19 claims (10%) have been paid and closed, of which no municipalities have appealed.

2012 June 12-19 Heavy Rains
Between June 15 and 18, 2012, 40mm to 100mm of rain fell in the Swan River and Duck Mountain area resulting in the Hydrologic Forecast Center of Manitoba Infrastructure and Transportation issuing a high water advisory for the area followed by a flood warning for Ethelbert. This area of the Province was already experiencing wet conditions as a result of significant rain since May 2012.

To date, $177,898 has been paid. A total of 32 private claims were received and 16 have been paid and closed. A total of 12 public claims were received and three have been paid and closed.

2012 May Wildfires
In May 2012, Manitoba experienced two interface fires near the communities of Badger and Vita that required the RMs of Piney and Stuartburn to respond and expend financial resources.

The DFA program is for public sector costs in these two municipalities. To date, no payment has been made. Two public claims have been received and both remain open.

2012 October Wildfires
In October 2012, municipalities and fire departments in southeast Manitoba and the Interlake fought interface fires caused by dry conditions and strong winds. The RMs of Stuartburn, Tache, De Salaberry, Reynolds, Ste. Anne, St. Laurent, Coldwell and Miniota all assisted in fighting the wildfires.

The DFA program is for public sector costs in these eight municipalities. To date, no payment has been made. A total of six public claims have been received and all remain open.

Planning and Preparedness
National Public Alerting
Manitoba has participated in the creation of a National Public Alerting System since 2003 and co-chairs a Federal/Provincial/Territorial working group to advance this system. Manitoba has since signed an agreement with Pelmorex Communications Inc. (owner of The Weather Network) to access the National Alert Aggregation & Dissemination (NAAD) System, a public alerting tool created for provincial EMOs. This tool is designed to allow emergency agencies to create public emergency alerts that can be broadcast by radio and TV broadcasters, and cable and satellite operators or picked up by citizens through Internet RSS feeds. Lack of voluntary participation by broadcasters continues to present a significant challenge.

Sewer Back-up Subsidy Programs
The Government of Manitoba continues to partner with interested municipalities across the Province to subsidize homeowners for the purchase and installation of an in-line backwater valve and sump pump/pit. The Province is cost-sharing this program with municipalities in an effort to reduce the risk of private property flooding due to either municipal systems or home drainage systems. This initiative will help to improve the resiliency of Manitoba's communities when faced with increasingly severe weather.

State and Province Emergency Management Assistance Memorandum of Agreement (MOA)
The Province of Manitoba has signed the *State and Province Emergency Management Assistance Memorandum of Agreement (MOA)*. This MOA is intended for all of Manitoba's neighbouring states and provinces in the Great Lakes and Midwest Prairie regions. To date, Manitoba, North Dakota and Minnesota have signed the MOA.

Historically, states and provinces have been providing and receiving emergency management mutual aid informally. This helps formalize and direct the process of providing timely mutual aid (equipment and people) to each other in times of emergency or disaster. This MOA will facilitate better access to mutual aid, stronger communications during emergency events, better risk management, development of complementary skills, and relationship and trust building opportunities amongst the participating jurisdictions.

Disaster Management Conference
The Disaster Management Conference took place from November 7-9, 2012 in Winnipeg, Manitoba with approximately 470 people in attendance. This conference takes place every 18 months. Manitoba EMO was one of many sponsors of the Conference which brings people from all areas of emergency management together for professional development and networking. The best practices shared and relationships developed at the conference are often a true asset in times of emergencies.

2012/2013Service Volumes

During 2012/2013, Manitoba EMO had ten DFA programs that were open or ongoing. The 2011 Spring Flood continues to be the most significant DFA program of the past fiscal year, with a total of approximately 4,521 private claimants and 187 municipal claims, and 15 departmental claims.

In addition, Manitoba EMO delivered 18 emergency management courses, which resulted in an additional 450 people being trained in emergency management.

Manitoba EMO has a variety of clients and provides them with emergency management advice and assistance. These client groups include:
- 19 provincial departments;
- 197 municipalities;
- 49 Aboriginal and Northern Affairs communities;
- 63 First Nation communities; and
- numerous non-governmental agencies such as the Red Cross, Salvation Army and Mennonite Disaster Services.

5 Emergency Measures Organization

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Salaries & Employee Benefits	1,832	24.00	1,882	(50)	
(b) Other Expenditures	608		615	(7)	
Total Sub-Appropriation	**2,440**	**24.00**	**2,497**	**(57)**	

6 Costs Related to Capital Assets

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) Air Services					
(1) Amortization Expense	7,753		7,902	(149)	
(2) Interest Expense	6,619		7,436	(817)	
(3) Less: Recoverable from Other Appropriations	(8,436)		(8,436)		
Subtotal (a)	5,936		6,902	(966)	
(b) General Assets					
(1) Amortization Expense	22,715		22,894	(179)	
(2) Interest Expense	30,331		37,065	(6,734)	
(3) Less: Recoverable from Other Appropriations	(3,028)		(2,892)	(136)	
Subtotal (b)	50,018		57,067	(7,049)	
(c) Infrastructure Assets - Provincial Roads and Highways					
(1) Amortization Expense	127,784		132,218	(4,434)	
(2) Interest Expense	118,435		123,044	(4,609)	
(3) Less: Recoverable from Other Appropriations	(12,985)		(2,985)	(10,000)	
Subtotal (c)	233,234		252,277	(19,043)	
(d) Infrastructure Assets - Water Related					
(1) Amortization Expense	3,834		5,268	(1,434)	
(2) Interest Expense	7,289		6,682	607	
Subtotal (d)	11,123		11,950	(827)	
Total Costs Related to Capital Assets	**300,311**		**328,196**	**(27,885)**	

Infrastructure Capital Investment Program

The Infrastructure Capital Investment Program expended $285.3 million in 2012/2013 in the construction, reconstruction, upgrading and enhancement of Provincial Trunk Highways (PTHs) and Provincial Roads (PRs). This includes activities such as land acquisition, grading/gravelling, surfacing, structures and traffic improvements.

The program supports the department's goal to ensure a safe, efficient and sustainable provincial transportation network as a basis for long term economic growth and development.

Major Infrastructure Capital Investment Program projects for the fiscal year included:

- Continuation of construction of CentrePort Canada Way which will be a four-lane divided expressway linking the inland port to the Perimeter Highway which includes a cloverleaf intersection;
- Completion of grade widening and shoulder gravel on 30 kilometres of PTH 10 north of The Pas from Wanless to PTH 39;
- Completion of reconstruction of 2 kilometres of PTH 75 from south of the south junction of PTH 23 to the Morris River;
- Completion of paving of PTH 11 from PR 313 to McArthur Falls;
- Completion of the paving of 11 kilometres of the eastbound lanes of the TransCanada Highway in the vicinity of PR 240;
- Completion of paving of 24 kilometres of PTH 16 from 2.5 kilometres west of PTH 34 to PTH 50 including passing lanes;
- Continuation of the grade, base and bituminous pavement of 20 kilometres of PTH 83 from north of PR 367 to PTH 57;
- Grade, base and pave 15 kilometres of PTH 10 from the TransCanada Highway to north of PTH 25;
- Grade widening and paving of 18 kilometres of PTH 16 from Binscarth to Foxwarren;
- Grade, base and paving of 4 kilometres of PTH 110 from the Assiniboine River to the TransCanada Highway;
- Improvements to the intersection of PTH 15 and PR 206 at Dugald;
- Grade widening, drainage improvements and bituminous pavement of 23 kilometres of PTH 6 from north of PTH 60 to Grand Rapids ;
- Paving of 20 kilometres of PTH 68 from Lake Manitoba Narrows to south of PR 325;
- Replacement of the bridge over the Assiniboine River on the westbound lanes of the TransCanada Highway at 6.6 kilometres west of PR 430;
- Pavement of 18 kilometres of PTH 6 from 31 kilometres north of Devils Lake northerly;
- Concrete rehabilitation of the southbound lanes of PTH 75 from the US border to Riviere aux Marais;
- Rehabilitation of the bridge over the Red River on PTH 23 east of Morris;
- Grade and granular base course on 22 kilometres of PR 373 from the Minago River to 22 kilometres north;
- Pavement overlay on 14 kilometres of PTH 5 from PR 261 to PTH 19;
- Rehabilitation of various bridges required as a result of the 2011 flood including the bridges over the Souris River on PTH 21 at Hartney, and PR 251 at Coulter and the bridge over the Assiniboine River Diversion on PR 227;
- Pavement of 11 kilometres of PR 210 from PTH 12 to PR 206 (Ste. Anne to Landmark);
- Rehabilitation of the bridge on PR 211 over the Winnipeg River, west of Pinawa;
- Grading of PR 513 from PTH 6 to Dauphin River to repair damage from the 2011 flood;
- Paving and shoulder improvements on 18 kilometres of the eastbound lanes of the TransCanada Highway from PTH 5 to the east junction of PR 351;
- Rehabilitation of the bridge on the eastbound lanes of the TransCanada Highway over the Birch River, east of Prawda; and
- Paving of 8 kilometres of PTH 6 in the vicinity of PR 322.

As a part of this capital investment program approximately $35.3 million will be recovered from the Federal Government on various cost share programs related to highway infrastructure renewal.

B15 Capital Investment

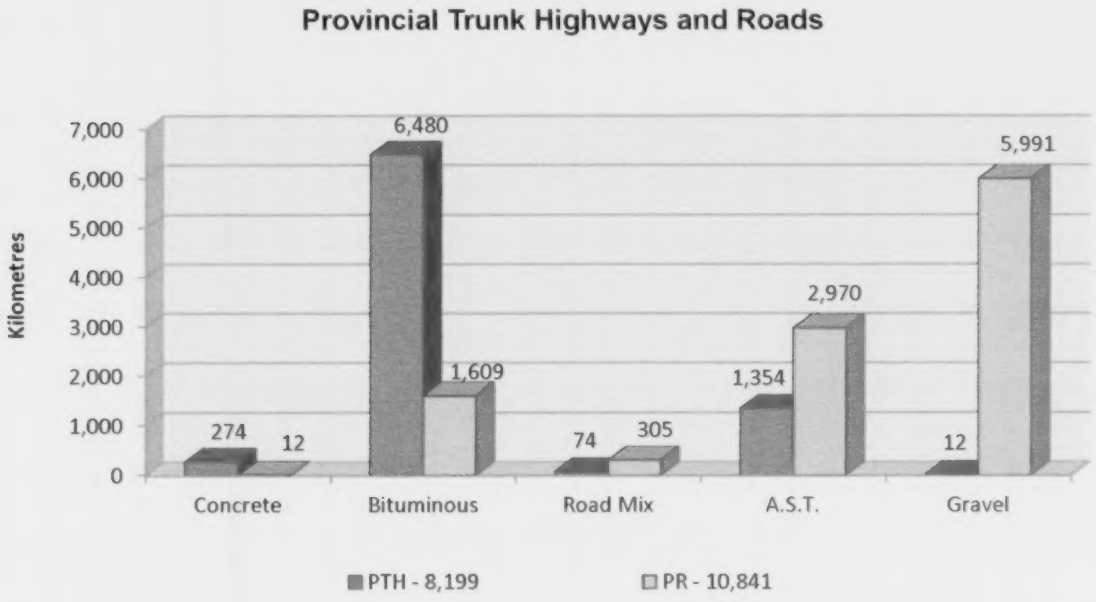
Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
(a) General Assets					
(1) Government Services Capital Projects	87,699		128,346	(40,647)	1
(2) Transportation Capital Projects and Equipment	9,962		14,038	(4,076)	2
(3) Air Services Capital Projects	24,214		28,126	(3,912)	3
Subtotal (a)	121,875		170,510	(48,635)	
(b) Infrastructure Assets					
(1) Highway Infrastructure	285,262		350,045	(64,783)	4
(2) Airport Runway Capital	560		2,000	(1,440)	5
(3) Water Related Capital	17,242		27,800	(10,558)	6
(4) Manitoba Floodway Expansion	85,190		100,000	(14,810)	6
Subtotal (b)	388,254		479,845	(91,591)	
Total Capital Investment	**510,129**		**650,355**	(140,226)	

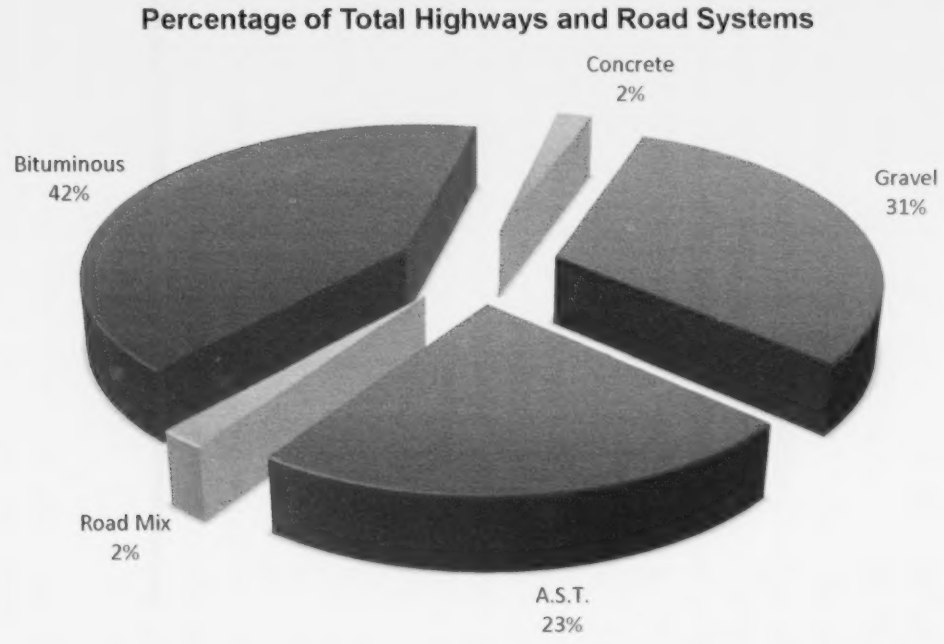
Explanation:

1. *Project delays and projects completed at costs less than anticipated.*
2. *Deferral of capital projects: Permit & Routing System (ARPS) and Settee & Ingemar cable ferries.*
3. *Actual capitalized interest on the purchase of CL-415 aircraft was less than anticipated.*
4. *Slow start in construction season (devoted to the 2011 Spring Flood repairs); delays in CentrePort Canada Way project; and delays in bridge re-construction projects.*
5. Thicket Portage runway deferred to 2013/2014.
6. Project delays.

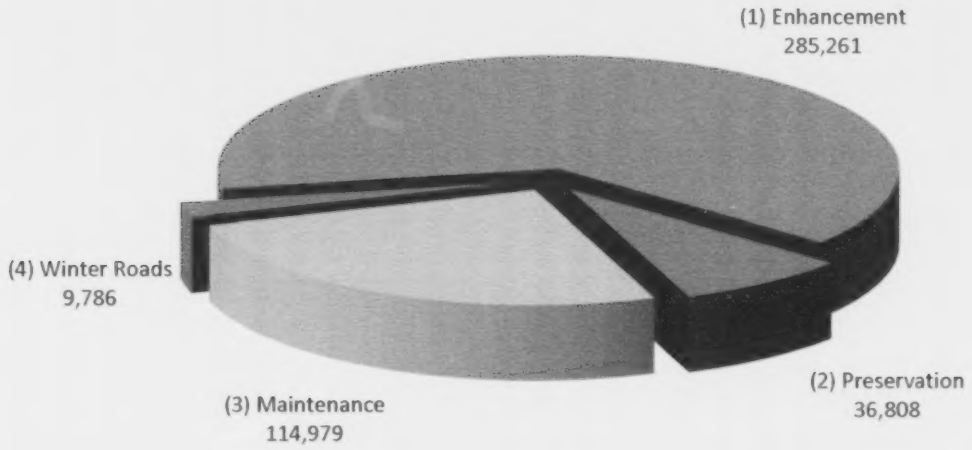
2012/2013 Summary of Surface Types

The following graphs show section distance kilometres of surface type by highway and road systems and percentages of surface types of the total highway and road systems:





Road Related Expenditures - $446,834
$(000s)



(1) Enhancement activities or projects are those that add to the existing highway infrastructure (increase the accounting useful life of the asset) or add a new asset. These projects or activities are proactive in nature and are funded from the annual Part "B" program (see page 123).

Examples of enhancement activities include:

- Construction of New Highways or Roads
- Widen Grade and Shoulder Gravel
- Granular Base Course
- Culvert Replacement
- Bituminous Pavement
- Microsurfacing

(2) Preservation costs are those costs related to treatments, repairs and/or replacements of highway infrastructure fixtures to ensure the asset life expectancy is met and generally extended without enhancing the assets original structural design capacity. The treatments, repairs and/or replacements generally are of a proactive nature in the form of preventative maintenance activities and are funded from the annual Part "A" program (see page 109).

Examples of preservation activities include:

- Rout and Crackfill
- Sealcoating
- Bituminous Levelling

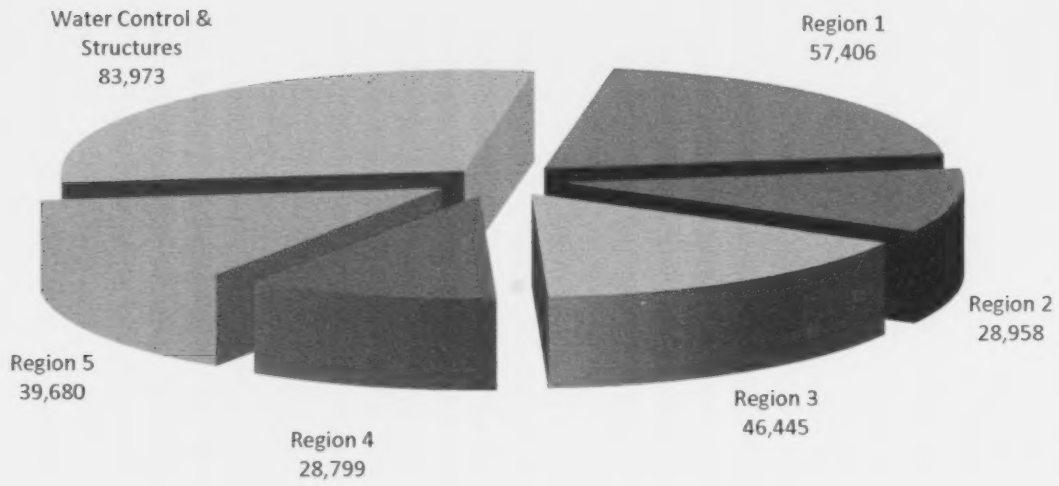
(3) Maintenance costs relate to servicing, repairing and/or treatments provided to ensure the continuing safe and efficient use of the Province's transportation asset infrastructure on an annual basis. Those services, repairs and/or treatments generally are of a reactive nature and are funded from the annual maintenance program - Part "A" (see page 109).

Examples of maintenance activities include:

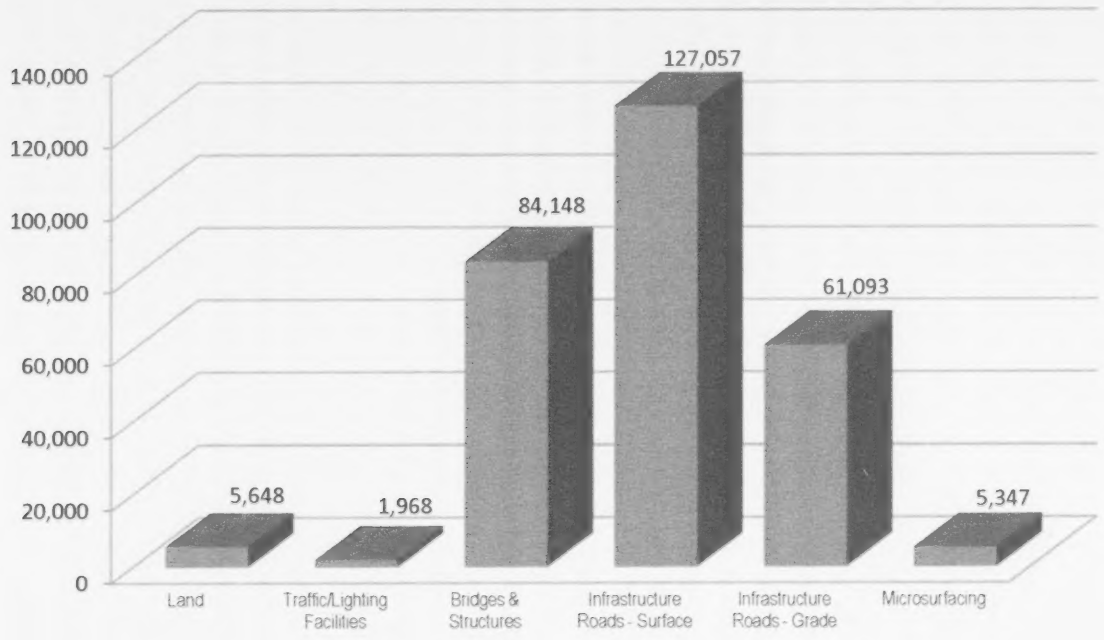
- Snow Clearing
- Patching
- Sanding
- Salting and De-icing
- Brushing
- Gravel Road Maintenance

(4) The Department has been funding and administering the construction and maintenance of winter roads through contracts with First Nations and other local groups since 1979 (see page 115).

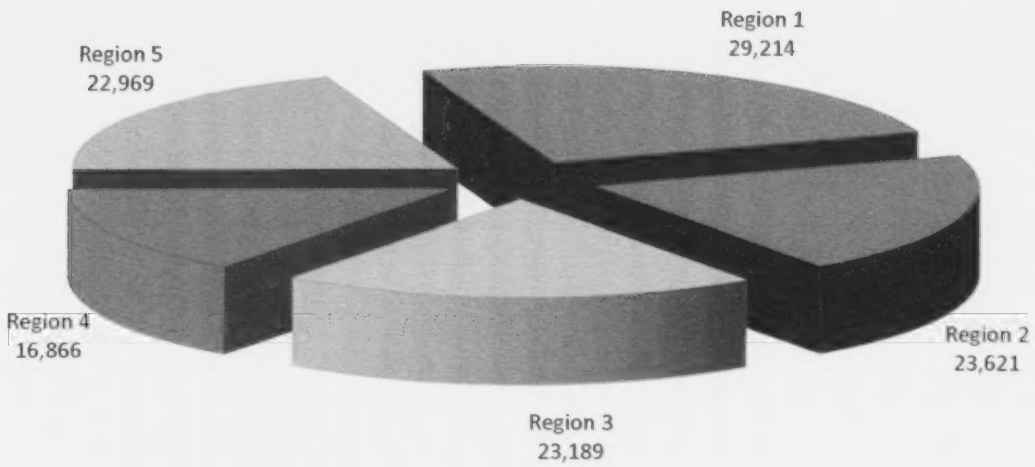
Enhancement Expenditures by Branch - $285,261
$(000s)
(Does not include Airport Runway or Water Related Infrastructure)



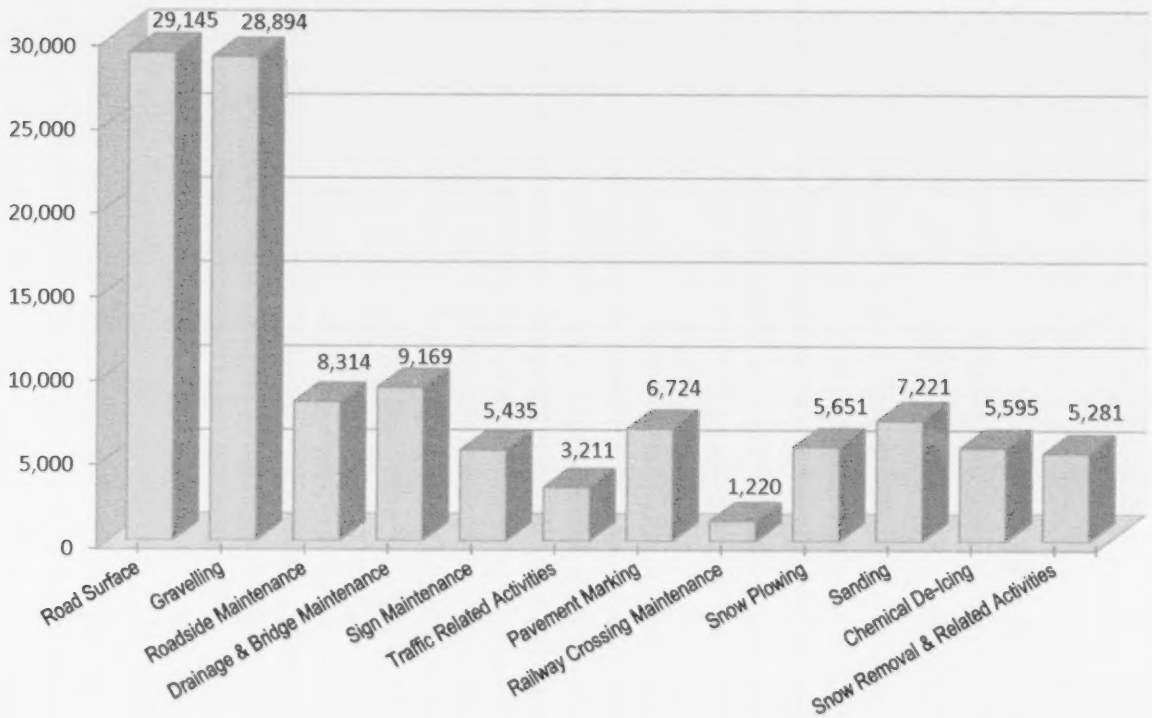
Enhancement Expenditures by Activity - $285,261
$(000s)



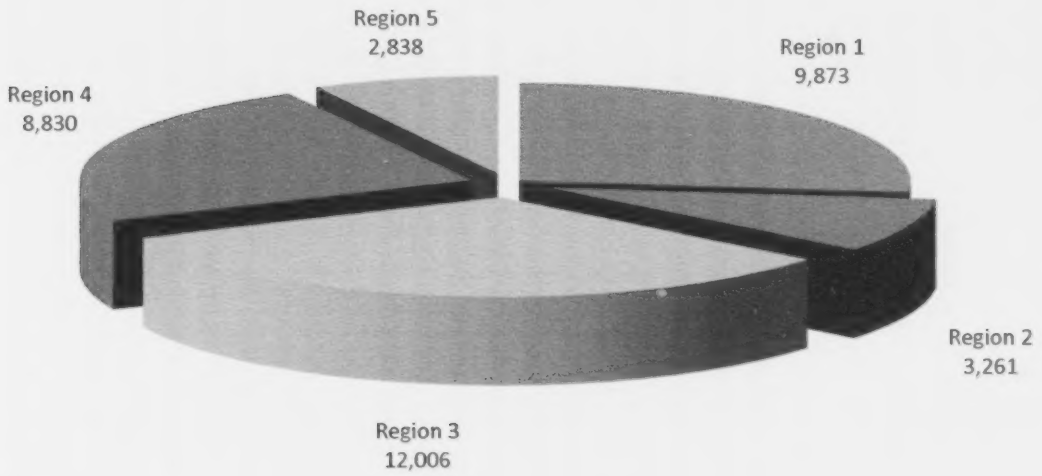
Maintenance Expenditures by Region - $115,860
$(000s)



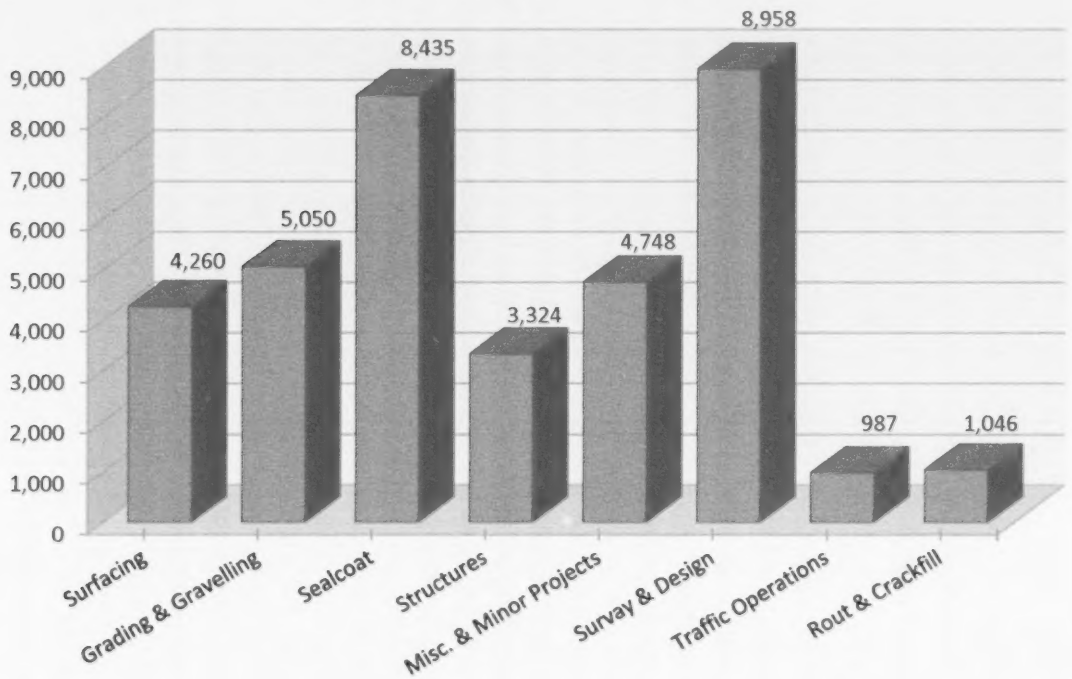
Maintenance Expenditure by Activity - $115,860
$(000s)



Preservation Expenditures by Region - $36,808
$(000s)



Preservation Expenditures by Activity - $36,808
$(000s)



PART A – OPERATING EXPENDITURES

DEPARTMENT OF INFRASTRUCTURE AND TRANSPORTATION

RECONCILIATION STATEMENT

$(000s)

DETAILS	2012-2013 ESTIMATES	
2012-2013 MAIN ESTIMATES	$653,762	
MAIN ESTIMATES AUTHORITY TRANSFERRED FROM:		
MAIN ESTIMATES AUTHORITY TRANSFERRED TO:		
2012-2013 ESTIMATES	$653,762	

Department of Infrastructure and Transportation

Expenditure Summary

for fiscal year ended March 31, 2013

with comparative figures for the previous fiscal year ($000s)

Estimate 2012-13			Actual 2012-13	Actual 2011-12	Increase (Decrease)	Expl No.
	15-1	Administration and Finance				
37	(a)	Minister's Salary:	37	37		
	(b)	Executive Support:				
1,085		1. Salaries & Employee Benefits	1,022	944	78	
140		2. Other Expenditures	136	136		
	(c)	Administrative Services:				
1,189		1. Salaries & Employee Benefits	1,156	1,036	120	
842		2. Other Expenditures	843	891	(48)	
	(d)	Financial Services:				
1,421		1. Salaries & Employee Benefits	1,399	1,321	78	
471		2. Other Expenditures	402	393	9	
	(e)	Information Technology Services:				
2,038		1. Salaries & Employee Benefits	1,643	1,345	298	
672		2. Other Expenditures	455	723	(268)	
	(f)	Occupational Safety, Health and Risk Management:				
546		1. Salaries & Employee Benefits	462	459	3	
108		2. Other Expenditures	158	121	37	
	(g)	Lieutenant Governor's Office:				
226		1. Salaries & Employee Benefits	235	213	22	
102		2. Other Expenditures	125	111	14	
26	(h)	Land Value Appraisal Commission:	18	7	11	
8,903	Total 15-1		8,091	7,737	354	
	15-2	Highways and Transportation Programs				
	(a)	Division Executive Office:				
1,541		1. Salaries & Employee Benefits	1,413	1,448	(35)	
155		2. Other Expenditures	207	207		
(246)		3. Less: Recoverable from Other Appropriations	(271)	(246)	(25)	
	(b)	Operations and Contracts:				
		1. Special Operations:				
628		(a) Salaries & Employee Benefits	532	612	(80)	
243		(b) Other Expenditures	161	180	(19)	
		2. Contracts:				
1,544		(a) Salaries & Employee Benefits	1,519	1,406	113	
405		(b) Other Expenditures	447	441	6	
		3. Construction Support Services:				
1,042		(a) Salaries & Employee Benefits	1,052	985	67	
237		(b) Other Expenditures	250	270	(20)	
		4. Operational Services:				
837		(a) Salaries & Employee Benefits	810	843	(33)	
142		(b) Other Expenditures	179	238	(59)	
(1,218)		5. Recoverable from Other Appropriations	(469)	(492)	23	
	(c)	Water Control and Structures:				
		1. Design and Construction:				
3,055		(a) Salaries & Employee Benefits	3,003	2,623	380	
706		(b) Other Expenditures	871	740	131	
		2. Water Control Operations				
2,279		(a) Salaries & Employee Benefits	2,177	2,390	(213)	
688		(b) Other Expenditures	718	605	113	
		3. Preservation and Planning Services				
850		(a) Salaries & Employee Benefits	772	586	186	
119		(b) Other Expenditures	75	36	39	
		4. Hydrologic Forecasting And Water Management				
2,569		(a) Salaries & Employee Benefits	2,346	2,316	30	
417		(b) Other Expenditures	636	622	14	
(3,897)		5 Less: Recoverable from Other Appropriations	(2,363)	(3,837)	1,474	1
	(d)	Motor Carrier Safety and Regulation:				
5,399		1. Salaries & Employee Benefits	5,572	5,261	311	
1,719		2. Other Expenditures	1,704	1,601	103	
	(e)	Regional Offices:				
		1. Eastern Region Office - Steinbach:				
2,846		(a) Salaries & Employee Benefits	2,762	2,774	(12)	
732		(b) Other Expenditures	913	882	31	
		2. South Central Region Office - Portage:				
2,509		(a) Salaries & Employee Benefits	2,327	2,355	(28)	
669		(b) Other Expenditures	649	659	(10)	

Department of Infrastructure and Transportation

Expenditure Summary

for fiscal year ended March 31, 2013

with comparative figures for the previous fiscal year ($000s)

Estimate 2012-13				Actual 2012-13	Actual 2011-12	Increase (Decrease)	Expl No.
		3.	South Western Region Office - Brandon:				
2,764			(a) Salaries & Employee Benefits	2,789	2,701	88	
662			(b) Other Expenditures	874	795	79	
		4.	West Central Region Office - Dauphin:				
2,251			(a) Salaries & Employee Benefits	2,042	2,002	40	
612			(b) Other Expenditures	651	627	24	
		5.	Northern Region Office - Thompson:				
2,346			(a) Salaries & Employee Benefits	1,895	1,928	(33)	
755			(b) Other Expenditures	693	651	42	
(3,641)		6.	Less: Recoverable from Other Appropriations	(4,387)	(3,201)	(1,186)	2
	(f)	Other Jurisdictions:					
2,792		1.	Gross Expenditures	1,832	1,640	192	
(500)		2.	Less: Recoverable from Other Appropriations	(95)	(281)	186	
	(g)	Planning, Design and Property Services:					
		1.	Planning and Design:				
2,055			(a) Salaries & Employee Benefits	1,622	1,790	(168)	
543			(b) Other Expenditures	531	479	52	
		2.	Property Services:				
298			(a) Salaries & Employee Benefits	181	146	35	
44			(b) Other Expenditures	43	41	2	
(137)		3.	Less: Recoverable from Other Appropriations	(161)	(96)	(65)	
	(h)	Northern Airports and Marine Services:					
1,533		1.	Salaries & Employee Benefits	1,094	1,210	(116)	
645		2.	Other Expenditures	553	613	(60)	
		3.	Less: Recoverable from Other Appropriations				
	(i)	Materials Engineering:					
3,326		1.	Salaries & Employee Benefits	2,747	2,909	(162)	
1,043		2.	Other Expenditures	1,079	1,010	69	
(2,160)		3.	Less: Recoverable from Other Appropriations	(1,986)	(1,833)	(153)	
	(j)	Traffic Engineering:					
1,691		1.	Salaries & Employee Benefits	1,320	1,133	187	
433		2.	Other Expenditures	354	393	(39)	
(677)		3.	Less: Recoverable from Other Appropriations	(571)	(409)	(162)	
	(k)	Transportation Policy:					
2,780		1.	Salaries & Employee Benefits	2,608	2,383	225	
1,649		2.	Other Expenditures	1,726	6,881	(5,155)	3
200		3.	Churchill Gateway Development Initiative	320	4,999	(4,679)	4
(55)		4.	Less: Recoverable from Other Appropriations	(55)		(55)	
27,900	(l)	Manitoba Public Insurance Agreement:		27,900	27,900		
	(m)	Boards and Commissions:					
		1.	Motor Transport & Highway Traffic Boards:				
316			(a) Salaries and Employee Benefits	267	277	(10)	
148			(b) Other Expenditures	200	174	26	
		2.	Licence Suspension Appeal Board and Medical Review Committee:				
352			(a) Salaries and Employee Benefits	329	277	52	
65			(b) Other Expenditures	76	71	5	
76,003	Total 15-2			74,463	82,715	(8,252)	
	15-3	Government Services Programs					
	(a)	Project Services:					
4,198		1.	Salaries & Employee Benefits	3,631	3,393	238	
7,793		2.	Other Expenditures	5,616	8,871	(3,255)	5
(5,256)		3.	Less: Recoverable from Other Appropriations	(3,243)	(6,425)	3,182	5
(4,873)		4.	Less: Recoverable from Part B - Capital Investment	(3,710)	(3,293)	(417)	
	(b)	Major Projects					
1,146		1.	Salaries & Employee Benefits	732	758	(26)	
307		2.	Other Expenditures	176	161	15	
(1,453)		3.	Less: Recoverable from Other Appropriations	(905)	(917)	12	
	(c)	Operations:					
23,983		1.	Salaries & Employee Benefits	22,887	21,619	1,268	
43,047		2.	Other Expenditures	42,103	42,424	(321)	
(854)		3.	Less: Recoverable from Other Appropriations	(465)	(497)	32	
	(d)	Real Estate and Contract Services					
1,411		1.	Salaries & Employee Benefits	1,264	1,122	142	
37,397		2.	Other Expenditures	36,889	35,040	1,849	
(2,400)		3.	Less: Recoverable from Other Appropriations	(2,319)	(2,476)	157	

Department of Infrastructure and Transportation

Expenditure Summary

for fiscal year ended March 31, 2013

with comparative figures for the previous fiscal year ($000s)

Estimate 2012-13			Actual 2012-13	Actual 2011-12	Increase (Decrease)	Expl No.
	(e)	Division Support Services:				
736		1. Salaries & Employee Benefits	641	785	(144)	
243		2. Other Expenditures	235	325	(90)	
(113)		3. Less: Recoverable from Part B - Capital Investment	(103)	(59)	(44)	
	(f)	Protective Services:				
5,573		1. Salaries & Employee Benefits	6,441	5,700	741	
1,143		2. Other Expenditures	1,110	1,410	(300)	
(1,259)		3. Less: Recoverable from Other Appropriations	(1,374)	(1,562)	188	
(63,688)	(g)	Accommodation Cost Recovery:	(63,516)	(61,928)	(1,588)	
	(h)	Corporate Accommodation Planning:				
1,235		1. Salaries & Employee Benefits	1,068	727	341	
513		2. Other Expenditures	644	370	274	
(372)		3 Less: Recoveries from Part B - Capital Investment	(321)	(302)	(19)	
	(i)	Procurement Services:				
2,117		1. Salaries & Employee Benefits	2,059	1,932	127	
353		2. Other Expenditures	324	340	(16)	
	(j)	Government Air Services:				
7,649		1. Salaries & Employee Benefits	8,158	7,209	949	6
8,985		2. Other Expenditures	7,835	7,588	247	6
(16,634)		3. Less: Recoverable from Other Appropriations	(15,979)	(15,136)	(843)	6
-	(k)	Materials Distribution Agency:	-	-	-	
-	(l)	Crown Lands and Property Agency:	-	-	-	
-	(m)	Vehicle and Equipment Management Agency:	-	-	-	
50,927	Total 15-3		49,878	47,179	2,699	
	15-4	Infrastructure Works				
	(a)	Maintenance and Preservation Program:				
174,166		1. Gross Expenditures	168,490	170,464	(1,974)	7
(23,881)		2. Less: Recoverable from Part B - Capital Investment	(16,702)	(17,117)	415	
	(b)	Waterway Maintenance & Preservation Projects:				
12,782		1. Gross Expenditures	17,183	10,628	6,555	8
(2,614)		2. Less: Recoverable from Part B - Capital Investment	(1,793)	(1,854)	61	
	(c)	Work in Municipalities, Local Government Districts and Unorganized Territory:		1,811	(1,811)	9
14,081	(d)	Northern Airports and Marine Services Operations	15,266	12,920	2,346	10
9,025	(e)	Winter Roads:	9,786	9,328	458	
3,677	(f)	Flood Mitigation Initiatives	3,333	3,617	(284)	
187,236	Total 15-4		195,563	189,797	5,766	
	15-5	Emergency Measures Organization				
1,882		1. Salaries and Employee Benefits	1,832	1,787	45	
615		2. Other Expenditures	608	560	48	
2,497	Total 15-5		2,440	2,347	93	
	15-6	Costs Related to Capital Assets				
	(a)	Air Services:				
7,902		1. Amortization Expense	7,753	5,966	1,787	
7,436		2. Interest Expense	6,619	4,704	1,915	
(8,436)		3 Less: Recoverable from Other Appropriations	(8,436)	(3,683)	(4,753)	
	(b)	General Assets:				
22,894		1. Amortization Expense	22,715	19,608	3,107	
37,065		2. Interest Expense	30,331	24,991	5,340	
(2,892)		3. Less: Recoverable from Other Appropriations	(3,028)	(4,251)	1,223	
	(c)	Infrastructure Assets - Provincial Roads and Highways:				
132,218		1. Amortization Expense	127,784	116,885	10,899	
123,044		2. Interest Expense	118,435	100,584	17,851	
(2,985)		3. Less: Recoveries from Other Appropriations	(12,985)		(12,985)	
	(d)	Infrastructure Assets - Water Related:				
5,268		1. Amortization Expense		3,492	(3,492)	
6,682		2. Interest Expense	11,123	5,404	5,719	
328,196	Total 15-6		300,311	273,700	26,611	11
653,762	Total Infrastructure and Transportation		630,746	603,475	27,271	

Expenditure Variance Explanations
Comparison of the 2012/2013 actuals to the 2011/2012 actuals

1. **15-2C-5: Water Control and Structures: Recoveries from Other Appropriations – $1,474 decrease**
   Reduced construction in the capital programs due to delays in project approvals.

2. **15-2E-6: Regional Offices: Recoveries from Other Appropriations – ($1,186) increase**
   Resources resumed in regular program activities after the 2011 flood fighting event.

3. **15-2K-2: Transportation Policy: Other Expenditures – ($5,155) decrease**
   Payments to Grey Hound Canada Transportation Corporation and a payment to Lakeline Rail ended in 2011/2012.

4. **15-2K-3: Transportation Policy: Churchill Gateway Development Initiative – ($4,679) decrease**
   Payments to Churchill Gateway Development Corporation ($800.0) and Hudson Bay Railroad Co. ($4,000.0) ended in 2011/2012.

5. **15-3A-2: Project Services: Other Expenditures – ($3,255) decrease**
   15-3A-2: Project Services: Recoveries from Other Appropriations – 3,182 decrease
   A large Churchill project completed in 2011/2012 with its costs fully recovered from RHA.

6. **15-3J-1: Government Air Services: Salaries – $949 increase**
   15-3J-2: Government Air Services: Other Expenditures - $247 increase
   15-3J-3: Government Air Services: Recoveries from Other Appropriations – ($843) increase
   Variance is due to addition of 11 new FTEs in 2012/2013 in support of two new programs with costs fully recoverable from clients: Southern Air Ambulance Inter-Facility Transport Program and Manitoba Hydro. Also there was a special salary adjustment for pilots and aircraft maintenance engineers in 2012/2013.

7. **15-4A: Maintenance and Preservation Program: Gross Expenditures – ($1,974) decrease**
   High expenditures in 2011/2012 as a result of the 2011 Spring Flood event.

8. **15-4B: Waterway Maintenance & Preservation Projects: Gross Expenditures - $6,555 increase**
   Variance is due to a payment of $5.0 million to CPR for the settlement of a contract dispute with CPR over a rail bridge damaged by fire. In 2012/2013, MIT also adopted the $1.5 million Amphibex (Ice Breaking) program from Water Stewardship.

9. **15-4C: Work in Municipalities, Local Government Districts: Expenditures – ($1,811) decrease**
   Flood costs in 2012/2013 were recoverable from Emergency Expenditures.

10. **15-4D-1: Northern Airport Operations – $2,346 increase**
    Variance is due to additional gravel crushing jobs at the airports of Shamattawa, Island Lake, Grace Lake, and Pikwitonei.

11. **15-6: Costs Related to Capital Assets – $26,611 increase**
    Increased amortization and interest costs are the result of the net increases to the general and infrastructure capital asset pools.

Department of Infrastructure and Transportation
Revenue Summary
for fiscal year ended March 31, 2013
with comparative figures for the previous fiscal year ($000s)

Actual 2011-2012	Actual 2012-2013	Increase/ (Decrease)	Expl. No.		Actual 2012-2013	Estimate 2012-2013	Variance	Expl. No.
				Government of Canada:				
4,430	5,183	753		**(a)** Winter Roads	5,183	4,621	562	
256	256			**(b)** Norway House Airport	256	256		
244	244			**(c)** National Safety Code	244	244		
131	47	(84)		**(d)** Refunds for Services	47	10	37	
9,918	6,109	(3,809)	A1	**(e)** Manitoba Floodway Expansion	6,109	10,000	(3,891)	B1
308		(308)	A2	**(f)** Airport Capital Assistance Program				
34,118	35,338	1,220		**(g)** Infrastructure Renewal	35,338	28,800	6,538	B2
49,405	**47,177**	**(2,228)**		**Total Government of Canada**	**47,177**	**43,931**	**3,246**	
				Other Revenue:				
137,052	151,007	13,955	A3	**(a)** Automobile and Motor Carrier Licences and	151,007	147,026	3,981	
2,355	1,653	(702)	A4	**(b)** Cost Recovery from Municipalities and Other Third Parties	1,653	10,700	(9,047)	B3
22,843	22,829	(14)		**(c)** Drivers' Licences	22,829	19,916	2,913	
127	168	41		**(d)** Licence Suspension Appeal Board Fees	168	100	68	
791	664	(127)		**(e)** Rentals from Various Government Properties	664	847	(183)	
1,958	2,639	681	A5	**(f)** Sundry	2,639	1,572	1,067	B4
165,126	**178,960**	**13,834**		**Total Other Revenue**	**178,960**	**180,161**	**(1,201)**	
214,531	**226,137**	**11,606**		**TOTAL DEPARTMENTAL REVENUE**	**226,137**	**224,092**	**2,045**	

Revenue Variance Explanations
Comparison of the 2012/2013 actuals to the 2011/2012 actuals.

GOVERNMENT OF CANADA

A1. Manitoba Floodway Expansion – ($3,809) DECREASE
The decrease is due to lower floodway expenditures in 2012/2013 resulted in lower revenue recovered from Canada.

A2. Airport Capital Assistance Program – ($308) DECREASE
There were no approved projects in 2012/2013.

OTHER REVENUE

A3. Automobile and Motor Carrier Licences and Fees – $13,955 INCREASE
Additional revenue in 2012/2013 due to vehicle registration fee increases.

A4. Cost Recovery from Municipalities and Other Third Parties – ($702) DECREASE
Fewer projects in 2012/2013 resulted in lower revenue.

A5. Sundry – $681 INCREASE
Increased revenue in 2012/2013 due to additional work for third parties.

Revenue Variance Explanations
Comparison of the 2012/2013 actuals to the 2012/2013 estimates.

GOVERNMENT OF CANADA

B1. Manitoba Floodway Expansion – ($3,891) DECREASE
The decrease is due to lower floodway expenditures resulted in lower revenue recovered from Canada.

B2. Infrastructure Renewal – $6,538 INCREASE
Higher shared cost expenditures resulted in additional revenue from Canada.

OTHER REVENUE

B3. Cost Recovery from Municipalities and Other Third Parties – ($9,047) DECREASE
Several projects not proceeding as quickly as originally estimated.

B4. Sundry – $1,067 INCREASE
Increased revenue due to additional work for third parties.

Emergency Expenditures

Objective/Mandate

To provide a funding source for unforeseen emergency expenditures related to natural disasters such as forest fires, flooding and environmental emergencies.

Activity Identification

Provide for expenditures related to forest fires, flooding and other natural disasters, including response costs to forest fire and other emergency responses, disaster assistance and other emergency related items.

Provide for partial reimbursement to government departments for property losses not covered by insurance.

27-1 Emergency Expenditures

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Total Other Expenditures	169,014		70,024	98,990	1
TOTAL	**169,014**		**70,024**	**98,990**	

Explanation:

1. *Actual expenditures were higher than anticipated, mainly due to expenditures resulting from the 2011 Spring Flood. Fire suppression costs were $40.7 million.*

Manitoba Floodway Expansion and East Side Road Authority

Objective/Mandate

To provide funding associated with the province's share of the floodway expansion project and development of the east side transportation network.

27-3 Manitoba Floodway Expansion and East Side Road Authority

Expenditures by Sub-Appropriation	Actual 2012/13 $(000)	Estimate 2012/13 FTE	Estimate 2012/13 $(000)	Variance Over(Under) $(000)	Expl. No.
Total Other Expenditures	973		1,651	(678)	
TOTAL	**973**		**1,651**	**(678)**	

Department of Infrastructure and Transportation
Revenue Summary
for fiscal year ended March 31, 2013
with comparative figures for the previous fiscal year ($000s)

Emergency Expenditures

Actual 2011-2012	Actual 2012-2013	Increase/ (Decrease)	Expl. No.		Actual 2012-2013	Estimate 2012-2013	Variance	Expl. No.
				Government of Canada:				
386,482	110,231	(276,251)	1	Other: Emergency Expenditures	110,231	21,921	88,310	2
				Other Revenue:				
0	0	0	3	Sundry	0	25	(25)	3
386,482	**110,231**	**(276,251)**		**TOTAL REVENUE**	**110,231**	**21,946**	**88,285**	

Explanation:
1. Flood costs were higher in 2011/2012 compared to 2012/2013, resulting in higher revenue From Canada in 2011/2012.
2. Actual expenditures were higher than anticipated in 2012/2013 , mainly due to expenditures resulting from the 2011 Spring Flood. This resulted in additional revenue from Canada.
3. There were no sundry revenues in 2011/2012 or 2012/2013.

MANITOBA INFRASTRUCTURE AND TRANSPORTATION
FIVE YEAR EXPENDITURE AND STAFFING SUMMARY BY APPROPRIATION ($000)
For the fiscal years ended March 31, 2009 - March 31, 2013

	Actual/*Adjusted Expenditures									
	2008/09		2009/10		2010/11		2011/12		2012/13	
APPROPRIATION	FTEs	$000s	FTEs	$000s	FTEs	$000s	FTEs	$000s	FTEs	$000s
15-1 Administration and Finance	72.00	7,063	77.00	7,831	77.00	9,141	78.00	7,737	78.00	8,091
15-2 Highways and Transportation Programs	572.21	71,034	588.21	70,922	612.00	82,969	604.00	82,715	582.00	74,463
15-3 Government Services Programs	676.76	47,130	691.76	46,402	641.00	47,398	655.00	47,179	692.00	49,878
15-4 Infrastructure Works	1,239.68	189,263	1,082.35	199,087	1,120.00	174,868	1,110.00	189,797	1,066.00	195,563
15-5 Emergency Measures	25.00	2,336	24.00	2,395	24.00	2,368	24.00	2,347	24.00	2,440
15-6 Costs Related to Capital Assets		184,580		194,327		234,024		273,700		300,311
TOTAL	**2,585.65**	**501,406**	**2,463.32**	**520,964**	**2,474.00**	**550,768**	**2,471.00**	**603,475**	**2,442.00**	**630,746**

*Adjusted figures reflect historical data on a comparable basis in those appropriations affected by a reorganization.

MANITOBA INFRASTRUCTURE AND TRANSPORTATION
EMERGENCY EXPENDITURES 27-1
FIVE YEAR EXPENDITURE SUMMARY BY APPROPRIATION ($000)
For the fiscal years ended March 31, 2009 - March 31, 2013

	Actual/*Adjusted Expenditures									
	2008/09		2009/10		2010/11		2011/12		2012/13	
APPROPRIATION	FTEs	$000s	FTEs	$000s	FTEs	$000s	FTEs	$000s	FTEs	$000s
Disaster Assistance		6,118		61,033		71,631		578,727		128,347
Forest Fires		33,000		13,907		46,231		27,080		40,667
Pandemic H1N1				83,178						
Miscellaneous		3,313		15,166						
TOTAL		**42,431**		**173,284**		**117,862**		**605,807**		**169,014**

*Adjusted figures reflect historical data on a comparable basis in those appropriations affected by a reorganization.

Manitoba Infrastructure and Transportation 2012/2013 Annual Report Performance Measures

The following section provides information on key performance measures for the department for the 2012/2013 reporting year. All Government of Manitoba departments include a Performance Measurement section, in a standardized format, in their Annual Reports. Performance indicators in departmental Annual Reports are intended to complement financial results and provide Manitobans with meaningful and useful information about government activities, and their impact on the province and its citizens.

For more information on performance reporting and the Manitoba government, visit www.manitoba.ca/performance. Your comments on performance measures are valuable to us. You can send comments or questions to mbperformance@gov.mb.ca.

What is being measured and using what indicator?	Why is it important to measure this?	Starting from what baseline?	What is the 2012/2013 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
The ride condition of Manitoba's paved highways as measured by the International Roughness Index (IRI) in terms of kilometers and percentage in Good and Poor condition.	Improvements to this measure demonstrate better highways for the travelling public and commercial carriers indicating a commitment to providing a great safe transportation network & public infrastructure.	2010/2011: International Roughness Index (IRI): Good – 9,352 km or 73.4% Poor – 3,315 km or 26.0% No data – 70 km or 0.6%	2012/2013: International Roughness Index (IRI): Good – 9,878 km or 77.5% Poor – 2,853 km or 22.4% No data – 21 km or 0.1%	'Good' road conditions are comparable to the 2010/2011 baseline year.	The IRI was developed by the World Bank in the 1980's and is used to measure the quality of ride or surface smoothness of pavement. The Transportation Association of Canada (TAC) developed the 'Performance Measures for Highway Road Networks' report in March 2012 to identify performance measures and to recommend best practices. The key performance measure identified was IRI and it has been categorized as; very good (<1), good (>1 <1.75), fair (>=1.75<2.8), and poor (>2.8). For reporting purposes very good, good, and fair have been combined to represent 'good.'
The level of accessibility of government leased and owned buildings as measured by the percentage of buildings that are fully,	An increase in the accessibility of government buildings is an indication of the department's commitment to addressing the needs of	Data compiled by the department in 2005*: Fully – 39% Moderately – 10% Limited – 27% Non-Accessible – 24%	During 2012/2013, the Division proceeded with implementing $1.17M for accessibility projects within six buildings. These included	The Department continues to make accessibility improvements to Portfolio.	Improving accessibility to buildings is incorporated into the everyday business of the Division and is considered as part of all projects whether it involves elevators, washrooms or doorways. As well,

What is being measured and using what indicator?	Why is it important to measure this?	Starting from what baseline?	What is the 2012/2013 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
moderately, limited and non-accessible.	disabled individuals and improving public infrastructure.	Fully Accessible - Main entry or more entries with power doors, elevator/lift and washrooms with turning radius and grab bars. Moderately Accessible - One entry with a power door, elevator/lift and washrooms with turning radius and varying grab bars. Limited Accessibility - Ramp to one entry, lift and washrooms with minimal turning radius and varying grab bars. Non-accessible - Not any accessible entries to the building and no accessible washrooms.	improvements to building entrances, ramps, elevators and controls, and washrooms throughout MIT's extensive building portfolio.		accessibility requirements are incorporated into new leasing contracts as per Schedule "B". As part of its ongoing accessibility initiatives, Accommodations Services Division will develop a detailed tracking system to not only classify our buildings but also to capture all of the accessibility projects throughout our portfolio.
Sustainability of government owned buildings as measured by gross* GHG emissions (tonnes of CO^2e). Note: the use of gross tonnage (CO2e) is consistent with international reporting standards relative to the Kyoto Agreement as well as Manitoba's Greenhouse Gas	Reduction in GHG emissions demonstrates responsible stewardship of the built environment of government owned buildings within the department's building portfolio.	1990/1991 Kyoto Baseline of 40,131 tonnes CO^2e 2007/2008: 38,964 tonnes CO^2e 2009/2010: 37,100 tonnes CO^2e 2010/2011: 34,300 tonnes CO^2e 2011/2012: 31,600 tonnes	2012/2013: 34,900 tonnes CO^2e	Gross GHG emissions from government owned buildings have decreased over time. Compared to the 1990 Kyoto base year of 40,131 tonnes of CO^2e, total GHG emissions have **decreased** by 5,231 tonnes or 13%. Compared to ASD's	GHG emissions include emissions from all MIT owned building energy sources including petroleum, coal, natural gas, propane and electricity*. The department exercises continuous improvement processes for its building portfolio, including life cycle assessments, application of energy efficient technologies, building system and equipment upgrades,

What is being measured and using what indicator?	Why is it important to measure this?	Starting from what baseline?	What is the 2012/2013 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
Emissions Reporting Act. Accordingly, GHG emissions from electricity are calculated using Manitoba Hydro's annual GHG emission intensity factor. (at Generation)				2007/2008 baseline of 38,964 tonnes CO^2e, total GHG emissions have **decreased** by 4,064 tonnes or 10.4%.	operational adjustments, energy efficient refurbishments, and other techniques to ensure safe, quality and sustainable working environments for the delivery of public programs. 2012/2013 results were impacted year-over-year by significantly greater Heating and Cooling Degree Days, an increase in operating building areas, and significant restocking of fuel oil supplies.
Performance of key strategic assets such as Emerson Border Crossing, Port of Churchill and CentrePort as measured by trade values and the volume and diversity of traffic.	Trade values and diversity of traffic are important to the economic health of the province.	Emerson: (2012) RITA/ BTS annual trade statistics - $18 Billion; Churchill: (2007) Diversified shipments as a % of total shipments – 3.9%; Total shipments (including Canadian Wheat Board grain) – 645,609 tonnes CentrePort: to be determined	Emerson – 2012 Churchill – 2012 CentrePort – to be determined	Increasing trade values at Emerson Border Crossing, Port of Churchill and CentrePort	The Department's target is to diversify the traffic base away from grain by 2015, to coincide with the elimination of the federal grain shipping incentive for Churchill.
Green leases as measured by the proportion of the square footage of leased buildings eligible and/or designated for green certification (e.g. LEED, BOMA BESt).	An increase in the percentage of the square footage of leased buildings eligible and/or designated for green certification indicates progress towards greater environmental sustainability.	2007/2008: Green leases as a percentage of total leased space – 2.1%, representing 35,267 square feet (2 leases) Total Leased Portfolio – 1,718,631 square feet 2009/2010: Green leases as a	2012/2013 Green leases as a percentage of total leased space – 16.09% representing 352.741 square feet (19 leases) Total Leased Portfolio – 2,192,048	The square footage of green leases is increasing.	More information on Leadership in Energy and Environmental Design (LEED) and BOMA BESt can be found at: LEED: http://www.cagbc.org/leed/what/index.php BOMA BESt: http://www.bomamanitoba.ca/goGreen.cfm

What is being measured and using what indicator?	Why is it important to measure this?	Starting from what baseline?	What is the 2012/2013 (current year) result or most recent data?	What is the trend over time?	Comments/recent actions/report links
		Percentage of total leased space – 11.52%, representing 201,808 square feet (7 leases) Total Leased Portfolio – 1,752,062 square feet 2010/2011: Green leases as a Percentage of total leased space – 11.56% representing 210,000 square feet (7 leases) Total Leased Portfolio 1,921,943 square feet 2011/2012: Green leases as a Percentage of total leased space – 16.59% representing 347.571 square feet (21 leases) Total Leased Portfolio – 2,095,150 square feet			

The Public Interest Disclosure (Whistleblower Protection) Act

The Public Interest Disclosure (Whistleblower Protection) Act came into effect in April 2007. This law gives employees a clear process for disclosing concerns about significant and serious matters (wrongdoing) in the Manitoba public service, and strengthens protection from reprisal. The Act builds on protections already in place under other statutes, as well as collective bargaining rights, policies, practices and processes in the Manitoba public service.

Wrongdoing under the Act may be: contravention of federal or provincial legislation; an act or omission that endangers public safety, public health or the environment; gross mismanagement; or, knowingly directing or counseling a person to commit a wrongdoing. The Act is not intended to deal with routine operational or administrative matters.

A disclosure made by an employee in good faith, in accordance with the Act, and with a reasonable belief that wrongdoing has been or is about to be committed is considered to be a disclosure under the Act, whether or not the subject matter constitutes wrongdoing. All disclosures receive careful and thorough review to determine if action is required under the Act, and must be reported in a department's annual report in accordance with Section 18 of the Act.

The following is a summary of disclosures received by Manitoba Department of Infrastructure & Transportation for fiscal year 2012/2013:

Information Required Annually (per Section 18 of The Act)	**Fiscal Year 2012/2013**
The number of disclosures received, and the number acted on and not acted on. *Subsection 18(2)(a)*	**1**
The number of investigations commenced as a result of a disclosure. *Subsection 18(2)(b)*	**1**
In the case of an investigation that results in a finding of wrongdoing, a description of the wrongdoing and any recommendations or corrective actions taken in relation to the wrongdoing, or the reasons why no corrective action was taken. *Subsection 18(2)(c)*	**The investigation findings indicated no wrongdoing had occurred.**

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THE EXCHANGE

chartered accountants LLP

INDEPENDENT AUDITORS' REPORT

To the Legislative Assembly of Manitoba

We have audited the accompanying financial statements of Manitoba Trucking Productivity Improvement Fund, which comprise the statement of financial position as at March 31, 2013 and the statements of earnings and accumulated surplus and cash flows for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian generally accepted accounting principles as recommended by the Public Sector Accounting Board (PSAB) of the Canadian Institute of Chartered Accountants, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our qualified audit opinion.

Basis for Qualified Opinion

The Fund derives revenue from proponents, the completeness of which is not susceptible of satisfactory audit verification. Accordingly, our verification of these revenues was limited to the amounts recorded in the records of the Fund and we were not able to determine whether any adjustments might be necessary to contributions, excess of revenues over expenses, current assets and the accumulated surplus.

Qualified Opinion

In our opinion, except for the effect of adjustments, if any, which we might have determined to be necessary had we been able to satisfy ourselves concerning the completeness of the revenues referred to in the preceding paragraph, these financial statements present fairly, in all material respects, the financial position of Manitoba Trucking Productivity Improvement Fund as at March 31, 2013 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles as recommended by the Public Sector Accounting Board (PSAB) of the Canadian Institute of Chartered Accountants.

The Exchange

chartered accountants, LLP
Winnipeg, Manitoba
June 17, 2013

MANITOBA TRUCKING PRODUCTIVITY IMPROVEMENT FUND

Statement of Financial Position

March 31, 2013

	2013	2012
FINANCIAL ASSETS		
Cash	$ 345,972	$ 392,115
Portfolio investments	1,146,972	832,436
Accounts receivable	73,966	38,606
Interest receivable	1,231	574
	$ 1,568,141	$ 1,263,731
LIABILITIES		
Accounts payable and accrued liabilities	$ 4,500	$ 6,700
NET FINANCIAL ASSETS AND ACCUMULATED SURPLUS	$ 1,563,641	$ 1,257,031

ON BEHALF OF THE BOARD

_____ *Director*

_____ *Director*

See notes to financial statements

MANITOBA TRUCKING PRODUCTIVITY IMPROVEMENT FUND

Statement of Earnings and Accumulated Surplus

Year Ended March 31, 2013

	Budget (Unaudited) 2013	2013	2012
REVENUE			
Proponent fees	$ 190,000	$ 303,617	$ 195,558
Interest income	5,000	9,993	6,868
	195,000	313,610	202,426
EXPENSES			
Audit fees	7,000	2,200	6,937
Highway rehabilitation and improvement	5,500	4,800	4,800
Miscellaneous	7,500	-	-
	20,000	7,000	11,737
EXCESS OF REVENUE OVER EXPENSES	175,000	306,610	190,689
ACCUMULATED SURPLUS - BEGINNING OF YEAR	1,066,342	1,257,031	1,066,342
ACCUMULATED SURPLUS - END OF YEAR	$ 1,241,342	$ 1,563,641	$ 1,257,031

See notes to financial statements

MANITOBA TRUCKING PRODUCTIVITY IMPROVEMENT FUND

Statement of Cash Flows

Year Ended March 31, 2013

	2013	2012
OPERATING ACTIVITIES		
Excess of revenue over expenses	**$ 306,610**	$ 190,689
Changes in non-cash working capital:		
Accounts receivable	**(35,360)**	(983)
Interest receivable	**(658)**	(15)
Accounts payable and accrued liabilities	**(2,200)**	280
	(38,218)	(718)
Cash flow from operating activities	**268,392**	189,971
INVESTING ACTIVITY		
Purchase of portfolio investments (net)	**(314,535)**	(17,053)
INCREASE (DECREASE) IN CASH	**(46,143)**	172,918
CASH - BEGINNING OF YEAR	**392,115**	219,197
CASH - END OF YEAR	**$ 345,972**	$ 392,115

See notes to financial statements

1. DESCRIPTION OF OPERATIONS

The Manitoba Trucking Productivity Improvement Fund was established in June, 2004 under the authority of The Highways and Transportation Act (S.M. 2004, c.8). The Fund became operational in April 2005. The purpose of the Fund is to provide a mechanism whereby motor carriers may take advantage of the productivity gains accrued by carrying increased weights on the Manitoba highway system in return for paying for the damages caused to the highway infrastructure. The fees paid to the Fund will be expended on the related highway rehabilitation and improvement projects. Capital assets constructed or purchased as a result of the Fund agreements are included in the Summary Financial Statements of the Province of Manitoba.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements have been prepared in accordance with Canadian generally accepted accounting principles as recommended by the Public Sector Accounting Board (PSAB) of the Canadian Institute of Chartered Accountants and reflect the following significant accounting policies:

Measurement uncertainty

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, the disclosure of contingencies at the date of the financial statements, and the reported amount of revenues and expenses during the reporting period. Actual results could differ from these estimates.

Revenues

Proponent fees are recognized on an accrual basis when earned and collection is reasonably assured.

Expenses

All expenses incurred for goods and services are recognized at the gross amount on an accrual basis.

Financial assets

(i) Cash

Cash includes cash held in trust by the Province of Manitoba.

(ii) Receivables

Receivables are recorded at the lower of cost and net realizable value. Amounts doubtful of collection are recorded when there is uncertainty that the amounts will be realized.

(iii) Portfolio investments

Portfolio investments are short-term deposits with original maturities of more than three months. These investments are recognized at amortized cost.

Liabilities

Liabilities present obligations as a result of transactions and events occurring prior to the end of the fiscal year. The settlement of the liabilities will result in the future transfer or use of assets or other form of settlement. Liabilities are recorded in the financial statements when there is an appropriate basis of measurement and a reasonable estimate can be made of the amounts involved.

3. FINANCIAL INSTRUMENTS AND FINANCIAL RISK MANAGEMENT

Measurement

Financial instruments are classified into one of the two measurement categories: (a) fair value; or (b) cost or amortized cost.

The Fund records its financial assets at cost or amortized cost. Financial assets include cash, accounts receivable and portfolio investments. The Fund also records its financial liabilities at cost. Financial liabilities include accounts payable and accrued liabilities.

Gains and losses on financial instruments measured at fair value are recorded in accumulated surplus as re-measurement gains and losses until realized. Upon disposition of the financial instruments, the cumulative re-measurement gains and losses are reclassified to the statement of operations. Gains and losses on financial instruments measured at cost or amortized cost are recognized in the statement of operations in the period the gain or loss occurs.

The Fund did not incur any re-measurement gains and losses during the year ended March 31, 2013 (2012 - $nil).

Financial risk management – overview

The Fund has exposure to the following risks from its use of financial instruments: credit risk; market risk; and interest rate risk.

Credit risk

Credit risk is the risk that one party to a financial instrument fails to discharge an obligation and causes financial loss to another party. Financial instruments which potentially subject the Fund to credit risk consist principally of cash, receivables and portfolio investments.

Cash and portfolio investments: The Fund is not exposed to significant credit risk as these amounts are primarily held by the Province of Manitoba.

Receivables: The Fund is exposed to credit risk from its proponents. The receivable balances are from a large client base, and payment in full is typically collected when it is due. An allowance for doubtful accounts was not recorded as of March 31, 2013.

Market risk

Market risk is the risk that changes in market prices, such as interest rates and foreign exchange rates, will affect the Fund's income from operations or the fair values of its financial instruments.

Interest rate risk

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates. The interest rate exposure relates to cash and portfolio investments.

The interest rate risk on cash is considered to be low because of its short term nature. The interest rate risk on portfolio investments is considered low as the original deposits are reinvested at rates for investments with similar terms and conditions.

4. CONTRIBUTED SERVICES

During the year, the Operating Fund of the Province of Manitoba provided office space and other administrative services to the Fund at nil cost (2012 - $nil). Because of the difficulty of estimating the fair value of such expenses, no contributed services are recognized in the financial statements.